THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

■ APRIL 8 2021 ■ EVERY THURSDAY ■ £3.99 ■ FORMERLY MOTORING NEWS

Formula 1 and sportscar star tackles the MN readers' questions, page 14

WRC's future looks bright with teams' commitment and pathway for one young British hopeful

CHRIS INGRAM LANDS DREAM CHANCE WITH WRC PROGRESSION

Ingram will get to grips with the WRC

Ingram: delighted with a two-year deal

By Graham Lister

The World Rally Championship will count on factory entries from Hyundai, M-Sport Ford and Toyota for the next three years from 2022.

Aligned with the start of the Rally1 hybrid era, the commitment from the category's existing makes is a huge boost for the WRC and will help safeguard jobs at M-Sport's Cumbria base, according to boss Malcolm Wilson.

The news will also serve as a great source of inspiration for British talent Chris Ingram. The 26-year-old European champion has landed backing for a two-year campaign in a Rally2-spec Skoda Fabia and will begin his bid on the Croatia Rally on April 22 alongside co-driver Ross Whittock.

Meanwhile, Rally Northern Ireland bosses have launched an online survey aimed at establishing how many fans are planning to visit the event should it join the WRC in 2022. Access to the majority of stages will be free of charge.

Full stories, page 8

THE VOICE OF BRITISH MOTORSPORT MOTORSPORT NEWS

INTERVIEW

INSIGHT

KELSEYmedia
14
9 770027 226295
£3.99

INCLUDED FREE!

THE 2021 NATIONAL RACING CALENDAR IS HERE

The traditional MN ready reckoner is inside this week

Rally Design

Professional Motorsport Parts, Spares & Rally Equipment

Tel: 01227 792 792 Fax: 01227 794 888
UNIT 4, ST. AUGUSTINE'S BUSINESS PARK, ESTUARY WAY, SWALECLIFFE, KENT CT5 2QJ
www.rallydesign.co.uk

Our 2020 Motorsport Catalogue NOW AVAILABLE!

ATLAS AXLE PARTS, BLACKLINE

Atlas plate style diff, historic spec. with 'Boreham' mods, 18 tooth side gears £495.80 £594.96

SPARES		
Spare side gears, 18 tooth	each £32.50	£39.00
Motorsport plate kit	£83.90	£100.68
Wavy plate	each £16.30	£19.56
Atlas CWP, 3.4, 3.7, 4.6, 5.1	£251.80	£302.16

Atlas axle casing, thick tube, double pinned & breather	£198.60	£238.32
Pig's head only	£165.00	£198.00
Axle end stubs, R/H & L/H thread	pair £49.90	£59.88
Axle locking rings, R/H & L/H thread	pair £21.90	£26.28
Locking ring adjustment tool	£25.50	£30.60
Caliper mount brackets, suit AP	pair £29.50	£35.40

Fully floating hub assembly without shafts	pair £218.60	£262.32
Fully floating axle kit, inc.(2) F/F Hub assemblies plus (2) '4340' halfshafts,18 tooth (choice of length)	£328.60	£394.38
Flange to suit F/F hub kit	£49.50	£59.40
SPARES		
Studs	each5.90	£7.08
Seal pack	pack z£13.90	£16.68
Bearing, top quality	each £38.90	£46.68
770mm '4340' halfshaft, 18 tooth	each £77.50	£93.00
820mm '4340' halfshaft, 18 tooth	each £82.50	£99.00

All Blackline halfshafts Group 1 and Group 4 are manufactured from 4340 alloy steel and have induction hardened teeth to Rockwell 50 HRC specifications. 4340 is about twice as strong as 1040 (the material which OEM halfshafts are normally manufactured from). It has a high degree of ductility to absorb shock loadings of abrupt acceleration, taking some load off the differential and CWP. However, it has a very high yield strength to sustain high torque loads without failure. 4340 is the ideal halfshaft material.

266 x 21 'Forest' type discs	pair £159.00	£190.80
FBL 002 disc bells	pair £51.00	£61.20
Halfshaft flange, not F/F, suit std. axle	each £59.50	£71.40

ENGLISH AXLE PARTS, BLACKLINE

English plate style diff (30/90 ramps) Available 18 tooth (mates with semi-floating conversion kit)	£395.80	£474.96
Available 22 tooth (mates with std. halfshaft)	£395.80	£474.96
Spare plate kit	£39.50	£47.40
Spare side gears, 18 or 22 tooth (please state)	£32.50	£39.00
English CWP, 3.54, 3.7, 3.9, 4.1, 4.4, 4.7, 4.9, 5.1, 5.3	£231.50	£277.80
Spare side bearing, top quality	£19.90	£23.88
Crush washer	£5.90	£7.08
Crown wheel bearing	£9.90	£11.88
Pinion bearing	£14.90	£17.88
Atlas into English semi-floating hub kit, inc. (2) '4340' halfshafts, 18 tooth	£443.80	£532.56
English axle weld-on brace ring	£39.90	£47.88
Special 10mm axle brace, English axle	£99.50	£119.40
SPARES		
Semi-floating hub assembly (less bearing)	each £144.40	£173.28
Bearing '4340'	£48.90	£59.76
Halfshaft, suit semi-floating kit	£77.50	£93.00
Flange, not semi-floating, suit std. axle	£59.50	£71.40
Flange, Group 1 type	£59.50	£71.40
Brake disc, 265 x 10	each £34.50	£41.40

HELICAL LSDs, BLACKLINE

English axle, Caterham, 22 spline	£324.00	£388.80
Atlas axle, 16 spline	£354.00	£424.80
Ford FWD - Escort, Fiesta, Focus, KA, Orion, Puma (BC/1B5 trans)	£399.00	£478.80
Sierra 7", Caterham	£399.00	£478.80
Focus ST170, Mini Cooper 'S' (6-speed Getrag box)	£399.00	£478.80
Mazda MX5 (94-05)	£399.00	£478.80

TRANSMISSION PARTS, BLACKLINE

4-speed bearing type gearlever	£38.50	£46.20
5-speed bearing type gearlever	£40.50	£48.60
5-speed quickshift conversion kit	£13.50	£16.20
M10 ally 'Pro' gearknob	£14.90	£17.88
M10 white or black nylon gearknob	£12.50	£15.00
Propshaft, Type 9 - English or Atlas axle	£89.50	£107.40

ESCORT BRAKING PARTS

Wilwood brakes kit, 265x10, Powerlite caliper	£299.51	£359.41
Wilwood brakes kit, 247x20, Midilite caliper	£468.49	£562.19
Wilwood brakes kit, 285x21, Midilite caliper	£571.40	£685.68
Balance bar pedal box, cable clutch	£189.50	£227.40
Balance bar pedal box, hydraulic clutch	£215.00	£258.00
RMD master cylinders	from £21.50	£25.80
Wilwood master cylinders	from £29.50	£35.40
Wilwood proportioning valve, knob	£42.50	£51.00
Wilwood proprtioning valve, lever	£57.50	£69.00
Blackline 'swaged' stainless brake lines, 3-line	£29.74	£35.69
Classic Ford wheels 6x13	£69.00	£82.80
7x13	£76.00	£91.20
8x13	£87.50	£105.00
8x15	£99.00	£118.80

'Poly' bump stops, top axle mounting	pair	£8.12	£9.75
Escort 11/1300 front springs, 145-220lbs	pair	£33.80	£40.56
Escort RS front springs, 145-220lbs	pair	£33.80	£40.56
1.9" & 2.25" coil springs, 20,000 in stock!		from £15.90	£19.08
Adjustable spring seat kit		£24.50	£29.40
Helper spring adaptor, 2.25"-2.25"		£10.50	£12.60
Gaz, adjustable front shocks	each	£67.60	£81.12
Gaz, adjustable (3-way) front shocks	each	£299.50	£359.40
Gaz, adjustable rate rear shocks	each	£65.00	£78.00
Quick steering racks	RH 2:9 ratio	£119.50	£143.40
	RH 2:4 ratio	£139.50	£167.40
	LH 2:4 ratio	£149.50	£179.40

H/duty quick steering racks	RH 2:4 ratio	£174.50	£209.40
	RH 2:2 ratio	£204.50	£245.40
	LH 2:4 ratio	£184.50	£225.40
	LH 2:2 ratio	£214.50	£257.40
OEM style steering rack mounts	pair	£16.80	£20.16
Roller bearing top mount - spherical bearing,	each	£49.50	£59.40
Roller bearing top mount - roller bearing,	each	£49.50	£59.40
Roller bearin plastic dust covers	pair	£9.50	£11.40
Spherical bearing race type top mounts	pair	£49.60	£59.52

TCA's 'Pattern' style	pair	£36.50	£43.80
TCA's 'OEM' style	pair	£63.50	£76.20
TCA bush insertion tool		£14.90	£17.88
Twin cam anti-roll bar		£59.50	£71.40
Anti-dive kit		£31.00	£37.20
World cup X-member		£106.50	£127.80
World cup mounts	pair	£28.50	£34.20
RS2000 track rod ends	each	£10.50	£12.60
Group 4 style all steel U/J coupling		£19.80	£23.76
4-link kit		£119.50	£143.40
Heavy duty 4-link kit		£185.00	£222.00
Group 4 round turret kit	kit	£65.00	£78.00
Mk1 spring shackles	car set	£17.00	£20.40
Mk2 spring shackles	car set	£23.50	£28.20
OEM Escort RS struts	each	£96.95	£116.34
Group 4 spec. front RS struts	each	£128.00	£153.60
Escort RS stub axles	pair	£130.00	£156.00
RS steering arms	pair	£69.50	£83.40
Heavy duty steering arms, gusseted	pair	£79.50	£95.40
Quick fit steering arm kit	pair	£9.60	£11.52
Ally hubs - standard or Group 4	each	£49.50	£59.40
Stub axle hardware kit		£10.90	£13.08
Watts linkage kit		£199.50	£239.40
Taper leaf springs, 146lb rate	each	£49.50	£59.40
Ally tube strut brace, round tube		£44.90	£53.88
Work style 60mm oval tube strut brace		£51.50	£61.80
Rear lamp protectors	pair	£12.90	£15.48
Chassis mounted sump guard, wet sump		£137.00	£164.40
Kaylan mudflaps, 4mm (500x300)	pair	£16.50	£19.80
Body jacking kit	car set	£119.50	£143.40
Ford hub nut socket, 3/4"D, 65mm		£13.90	£16.68

Mk1 Mexico front wing, LH or RH	each	£265.22	£318.27
Mk2 front wing, LH or RH, std.	each	£72.10	£86.52
Mk2 front wing, LH or RH, RS2000	each	£175.00	£210.00

Full listing of all Mk1 and Mk2 body panels on our website
www.rallydesign.co.uk

X-Flow ally radiator £179.60 £215.52
RS2000 (Pinto) ally radiator £179.60 £215.52
13/235 oil cooler 50.10 £60.12

Lockable fuel filler cap assembly £49.50 £59.40

Silicone hose kit, Mexico or RS2000 (available blue, black or red) £62.34 £74.81

WCP interupter fuel pump		£29.00	£34.80
WCP solid state fuel pump		£19.00	£22.80
WCP injection fuel pump	from	£32.19	£38.63
Bonnet pin kits, stainless		£5.00	£6.00
Bonnet pin kits, alloy		£7.00	£8.40
Aerocatch	from	£31.00	£37.20
Avanti map light	from	£19.50	£23.40
Manifold wrap, 2" x 15 metres (50ft), Vermiculite		£29.60	£35.52
Roll cage padding, 3ft, B1 fire rating		£6.00	£7.20

M16 calipers to fit standard discs, pair £89.00 £106.80
M16 calipers to fit vented discs (no spacers needed), pair £98.50 £118.20
M16 caliper, shouldered bolts, set of 4 £10.99 £13.19
Group 1 vented discs (247x20, pair £39.00 £46.80

4.25 ltr FIA plumbed-in fire system, full installation kit, FIA homologation EX 037.13 Kit £159.80 £191.76

Escort Laminated & Heated Screens

Escort Mk1 front laminated screen (incl. rubber)	£69.50	£83.40
Escort Mk2 front laminated screen (incl. rubber)	£69.50	£83.40
Escort Mk1 Front heated laminated screen (inc. rubber)	£198.60	£238.32
Escort Mk2 Front heated laminated screen (inc. rubber)	£198.60	£238.32
Escort Mk1 front screen rubber	£24.92	£29.90
Escort Mk1 rear screen rubber	£23.92	£28.70
Escort Mk2 front screen rubber	£29.08	£34.90
Escort Mk2 rear screen rubber	£29.08	£34.90
Laser windscreen chip repair kit	£13.90	£16.68
14" or 17" rear view mirror	£14.90	£17.88

Escort Mk2 Rubber Parts

Bonnet bump stop	pair	£6.20	£7.44
Bonnet rail bump stop, set of 4		£10.90	£13.08
Bonnet bump stop, centre-rear		£5.10	£6.12
Wiring loom bulkhead grommet		£6.90	£8.28
Bonnet release cable grommet		£5.20	£6.24
Steering column bulkhead grommet		£7.20	£8.64
Handbrake backplate dust boots	pair	£7.10	£8.52
Spedo cable bulkhead grommet		£5.20	£6.24
Throttle pedal pad		£5.20	£6.24
Brake and clutch pedal pads	pair	£8.00	£9.60
Shock absorber top caps	pair	£13.90	£16.68
Rear bumper side plugs, set of 4		£9.90	£11.88
Oil line bulkhead grommet		£5.10	£6.12
Brake servo rod bellows		£5.20	£6.24

PLEASE NOTE: All prices in Red are EXCLUSIVE OF VAT

COMMENT

Photo: Motorsport Images, Red Bull Content Pool, Graham Lomax, Steve Jones, Jakob Ebrey, Marta Rovatti Studihrad / Spacesuit Media

Toyota is one of the manufacturers which has committed long-term to the WRC

WRC IS READY TO CHARGE

The news that the WRC's big three – Hyundai, M-Sport Ford and Toyota – have committed to embracing the hybrid future that is coming for the mixed-surface discipline's top flight gives the contest a level of stability that is almost unmatched in motorsport, and something that can only be very positive for the future of rallying.

The road car market, which is a direct reflection of why these manufacturers compete in the first place, is a shifting landscape at the moment. Turning to hybrid motivation is only part of the story, with many world governments under pressure to make sure the products on our streets are fully electric.

But, for now, hybrid cars will be a stop-gap for the future and simply have to be embraced by all forms of motorsport for them to continue, and also to continue to be relevant. So the FIA – which is also a stakeholder – and the WRC Big Three are to be applauded.

If you think that the pathway to electrification, or even the introduction of hybrids, of any series is simple, look at what happened to the World Rallycross Championship. It prevaricated for so long over how and what to do with its hybrid future that, essentially, the manufacturers lost interest in the direction the series was going and they all grabbed reverse gear after lots of round-table discussions.

The series will survive now it has mapped out a future, but it hit one heck of a speedbump that ripped out a lot of the momentum it had worked so hard to build up since it had been granted World championship status in 2014. The new commitments from the WRC makes and the FIA will mean that World rallying is on a much more positive footing going forward.

Elsewhere in this issue our Q&A incumbent is Northern Irish racer Kenny Acheson, a man who rarely gives interviews. The highly successful businessman has parked his racing career somewhere in his memory banks and is more keen to look forward rather than reflect on a career in which he came within a whisker of winning Le Mans and slid behind the wheel of some of the most iconic sportscars ever seen in the late 1980s and early 1990s. He is very humble and very self-critical when it comes to looking back over his achievements, but anyone who saw him hustle a car around a race track – particularly in his glittering Formula Ford career – will have some very different opinions on his level of ability.

Also, included in this week's Motorsport News, is our now-traditional National Racing Calendar. Paul Lawrence has stitched together the roster of events we can all look forward to this season and, after the choppy waters of 2020, it is truly a delight to be able to plan ahead with some certainty. Enjoy!

Matt James
Editor, Motorsport News
matt.james@kelsey.co.uk

MOTORSPORT NEWS

ISSUE MJ3277 APRIL 8 2021

IN THIS ISSUE

MN readers' Q&A: Kenny Acheson

Reluctant hero tackles the posers from this newspaper's readers

Stepping back for thrills

Jonathan Kennard: Le Mans racer who is making a splash in historics

P20

Why Irish eyes are smiling

A look into the best of Ireland's next generation of driving talent

P24

The heavy metal: recalling Thundersports

David Addison looks back at one of the most fondly remembered UK series

News: Racing 4
News: Rallying 8
News: Historics 13
Q&A: Kenny Acheson 14
Interview: Jonathan Kennard 18
Insight: Irish up-and-comers 20
Column: Matt James 22
Feature: Thundersports 24
National racing reports 26
What's on/readers photos 27

FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P27

RACING NEWS

Briton says he has learned

McLAREN'S NORRIS PLEASED WITH STEP FORWARD DURING BAHRAIN F1 WEEKEND

British star Lando Norris says he has already learned some lessons from new McLaren team-mate Daniel Ricciardo during the Bahrain Grand Prix weekend at the end of March that has helped him improve his performance.

Norris worked through Ricciardo's data after being narrowly outqualified by the Australian at Sakhir. Ricciardo lined up in sixth spot, one place ahead of the Briton. However, Norris had a stronger race and finished in fourth place.

Norris said he had studied data from the sister car and that helped him to raise his game during the race. "I did a good job [in qualifying] but I feel like I'm punishing myself with some of the things I'm doing with the car," he revealed. "Although Daniel is new to [us] there are some differences with the car this year and how you have to drive it. At points his driving style is better for it and is more suited for it."

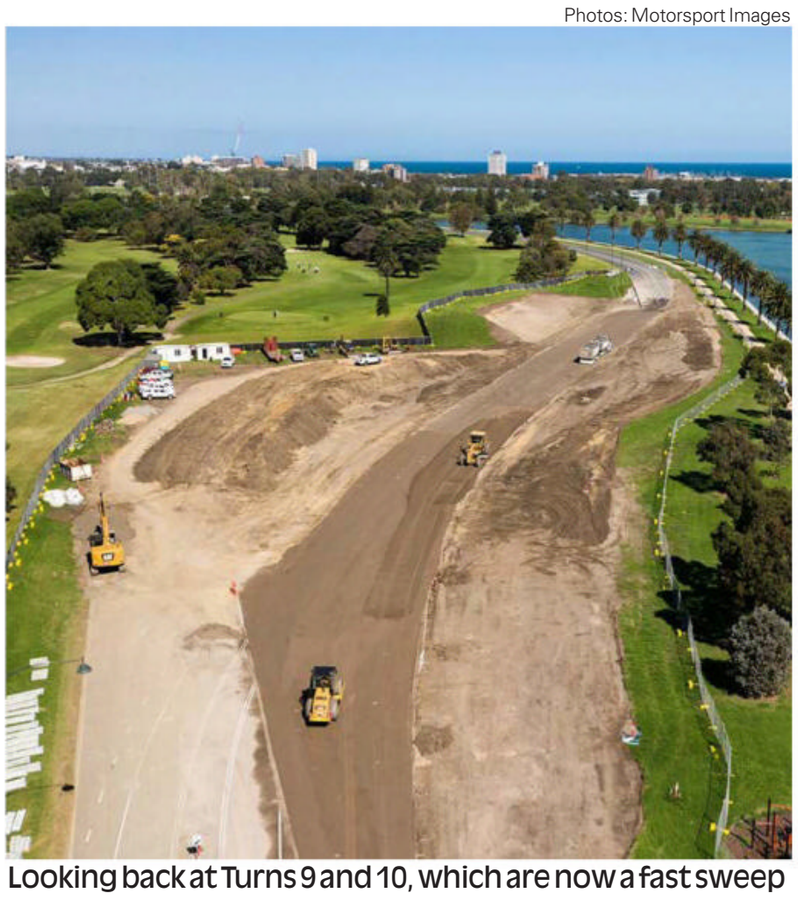
Team boss Andreas Seidl said that he was impressed by the Briton's performance, and believes he is already a better driver than he was in 2020, his second campaign in grand prix racing. He said Norris had taken a step forward.

"It's something we ought to expect from a young driver, especially in his first years, to make these steps because that's how you become a top guy in this sport," said Seidl.

RICCIARDO BACKS HEAVILY REVISED ALBERT PARK F1 LAYOUT FOR 2021

McLaren man says his home Australian GP will be rejuvenated by new faster layout

Photos: Motorsport Images



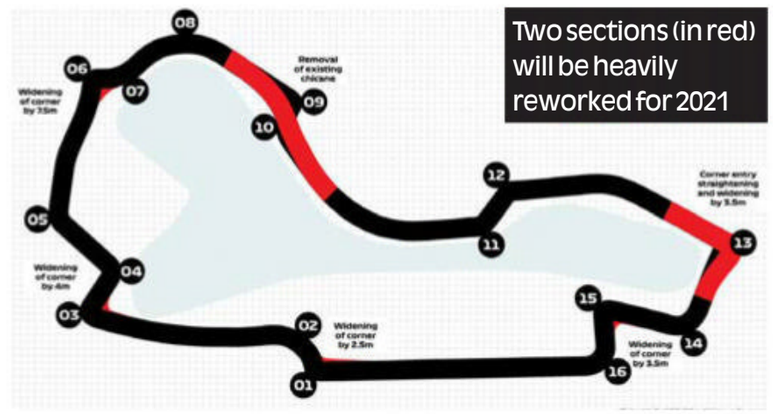
Looking back at Turns 9 and 10, which are now a fast sweep

By Matt James

McLaren driver Daniel Ricciardo has given a thumbs up to the tweaks to the Albert Park layout which he says will make for a more dramatic Australian Grand Prix.

The configuration of the track has remained unchanged since it first appeared on the Formula 1 roster on 1996 but will undergo changes ahead of the 2021 event, due to take place on November 21. As well as being resurfaced for the first time, the track will be tweaked on seven corners in a move that could increase the average speed of the venue by up to 10mph.

The circuit will be widened at Turns 1, 3, 6, 13 and 15, with the last two of those due to feature new camber to increase grip. The most significant alteration comes at Turns 9 and 10, which were previously a chicane. These will now be smoothed out into a long right-hander, which will present the chance for another Drag Reduction System zone.



The length of the circuit will drop slightly from 3.3 miles 3.25 miles as it will be reduced from 16 corners to 14. It is estimated that lap times will lower by five seconds.

Perth-born Ricciardo, who is racing for McLaren, said: "It'll make the racing closer, I'm pretty confident of that. Sundays and making race days more exciting for everyone, that's what we all want and I think these changes are in the direction of what we want. Better races, more battles – the changes are going to push us towards that."

Australian Grand Prix Corporation chief executive officer Andrew Westacott said: "These circuit modifications mean faster racing, with plenty of new opportunities for drivers to battle it out. While the project will make for more exciting racing, it also enhances the roads and surrounding facilities for community use beyond the event for years to come."

FERRARI NOT EXPECTING TO GAUGE FORMULA 1 PERFORMANCE QUICKLY

Racing boss Mattia Binotto says that Ferrari's Formula 1 pace will not become clear until the first clutch of grands prix has been completed.

Charles Leclerc was sixth and team-mate Carlos Sainz was eighth in the opening race of the year in Bahrain at the end of March, and the team chief says that the Italian firm has a way to go to catch up with its rivals and progress on the 2021 machine will be minimal as its engineering staff focus on the new-for-2022 regulations.

Binotto said: "The gap is still very clear compared to the top competitors, which in the race still was big.

"We [also] know that we will not work much on the development of that car because we will focus on 2022 in terms of design development.

"But still I think that if we look at our race [in Bahrain], we got feedback now from drivers, they start learning the car, start knowing what are the limitations of the car, and eventually we may address or we may improve it, so I think the next three [or] four races will first indicate what is the true performance and potential of our car compared to the others."

Ferrari says it doesn't yet know how fast the SF21 is

TOST WELCOMES IMPROVED F1 POWERPLANT FROM HONDA

AlphaTauri boss Franz Tost says that his team will benefit from an improved Honda powerplant in Formula 1 this season that will take the fight to Mercedes.

While Merc's Lewis Hamilton and the Honda-powered Red Bull of Max Verstappen slugged it out for the lead in the opening grand prix of the season in Bahrain, Tost says that the improved motor from Honda has given him optimism.

"I must say Honda did a fantastic job [at its HQ] in Sakura, because this new power unit is much more powerful and driveable than it was in the past. [The difference to Mercedes] is a question of hundredths of a second. We improved but the others improved as well. The question is now who did a better job? And this I can answer at the end of the season."

While AlphaTauri's Pierre Gasly's race was ruined by early contact that eventually led to his retirement, the team's rookie, Yuki Tsunoda, finished ninth.

Tost added: "We have two real fast drivers. Pierre, with more experience, and Yuki as a newcomer, as a rookie, but I think that he is learning fast and this combination should help us to bring together a more competitive package than it was last year."

FREDERICK COMPLETES CARLIN LINE-UP FOR FIA F3 IN 2021

American racer Kaylen Frederick, the 2020 BRDC British F3 champion, will graduate to the FIA Formula 3 category this season and he will remain with the Carlin squad.

The 18-year-old won nine races on his way to success in the UK last season, his second year in the BRDC category and his second year with Carlin. He joins Jonny Edgar and Ido Cohen in the UK team's FIA F3 line-up.

The championship gets underway in Barcelona in Spain on May 8-9 with a revamped format to include three races per weekend.

Frederick said: "FIA F3 is a championship that all young drivers want to be part of. You know you are up against the best drivers on the road to F1.

"There will be many challenges ahead as a team, I feel we have what it takes to tackle those challenges."

American teenager Frederick is BRDC F3 champion

Tin-top expert Guerrieri till tackle a new programme

GUERRIERI AND DILLMANN TO DEVELOP BYKOLLES HYPERCAR

Former British F3 racer and renowned tin-top star Esteban Guerrieri has been named as one of the test drivers for the nascent ByKolles Hypercar programme.

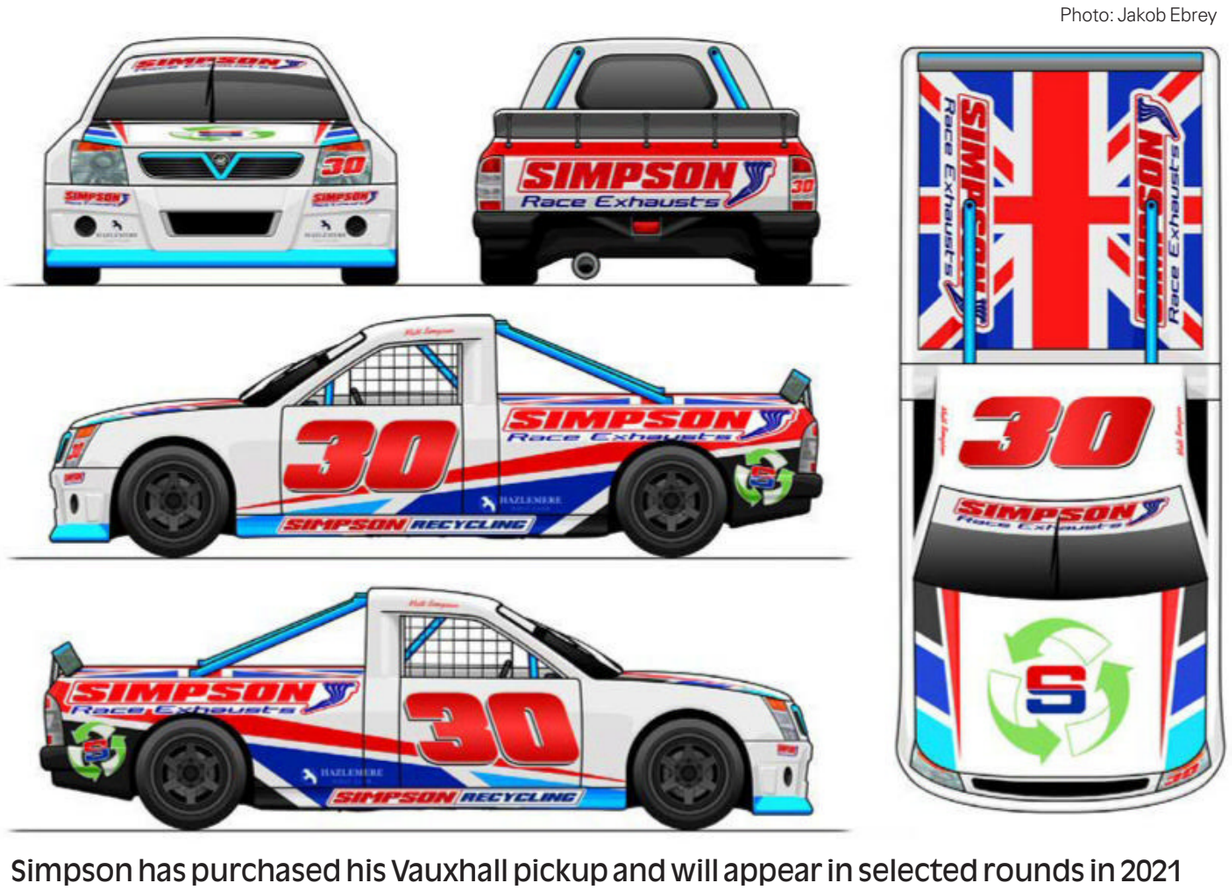
Although the crew will not race this season in its as-yet unnamed Hypercar, Guerrieri has been signed along with Tom Dillman, who has a long relationship with the squad.

Guerrieri, who finished fourth in the World TCR Championship last season at the wheel of a Munnich Motorsport Honda Civic Type R, said that he thought his experience would help him shine in his new role.

"From karting to almost all formula racing series to the fastest touring cars – in my career I have driven nearly everything that can be experienced in motorsport," said the 36-year-old. "Now I'm looking forward to this new project and the tests in the ByKolles Hypercar. I am sure that my extensive experience in a wide variety of cars will help us to consistently develop the LMH Hypercar and make it successful."

Simpson will be back racing after quitting BTCC

Photo: Jakob Ebrey



Simpson has purchased his Vauxhall pickup and will appear in selected rounds in 2021

BTCC WINNER SIMPSON TO RACE IN 2021 PICKUPS CHAMPIONSHIP

The tin-top race winner has got his "bounce and buzz back" preparing for a racing comeback in the Pickup category that he's had a link with since childhood

By Graham Keilloh

British Touring Car Championship race winner Matt Simpson is returning to the race track this year in the Pickup Truck Racing championship.

Simpson competed in BTCC with a Honda Civic from 2016 to 2019, in partnership with Speedworks, Team Dynamics, Eurotech then with his own outfit. His best BTCC campaign was in '18 when he won from pole at Oulton Park and finished 15th in the standings.

The European Hot Rod champion told Motorsport News: "With the intensity and time involved with the touring car I wanted to go back to something where there's not loads of maintenance or development work to be done.

"And I like the thing that Sonny's [Howard, Pickups founder] built, it's quite an even playing field and I just want to go back to enjoying my racing. That's what I do it for at the end of the day.

"My dad Jeff raced [Pickups] when they first come out in '97, '98. He won the series in '97 and the championship in '98, so I've always looked at them and thought 'maybe one day'. I've known Sonny since I was a child, so it ticks all the boxes."

Simpson has purchased a Vauxhall pickup to be run by his Simpson Race Exhausts business. He intends to race in selected rounds of the nine-meeting championship this year.

"I've got my bounce and buzz back wanting to go racing which I didn't think I'd ever get back because the BTCC just burnt me out. It was just so full on," Simpson added.

British F4 cars are due to get an update for next year

BRITISH F4 NEXT GENERATION CHASSIS ON SCHEDULE

British Formula 4 remains on course to introduce its second-generation chassis next season, its first switch since its 2015 F4 debut as MSA Formula.

The championship was due to introduce the new car – which features various upgrades including a halo – this season but the FIA delayed the move in a cost-saving measure.

British F4 boss Sam Roach told Motorsport News: "[The new car is] to be launched globally during the course of this year, so it's likely that will be the car for 2022 British F4.

"It's a step forward in performance; it's a step forward in safety. Development will have to be starting as soon as possible, certainly from the middle of the year.

"These [current] cars have done seven years now which is fairly unprecedented, so it's time [to change] and everybody knows that. Also there's a degree of fashion, now everyone's accepted the halo, that 'I want my car to look like a little F1 car!'"

Arden manager Gary Ward told MN: "It's going to be a great thing for F4, it's going to lift it up another level. [It's] well put together, [an] extremely good-looking car. [It's] very closely towards the F1 safety and that's the main priority. All the teams will be running about frantically after about October!"

FORES BOOSTS F3 CLAIM WITH STRONG TESTS

BRDC British Formula 3 hopeful Alex Fores has bolstered his preparations for potentially continuing in the category in 2021 by setting competitive testing times matching experienced drivers.

Fores completed a two-day Silverstone Grand Prix circuit test last week with Chris Dittmann Racing alongside a 2020 FIA Formula 3 and Euroformula Open driver. Fores also the week prior did a Brands Hatch Indy shakedown where his data was compared with that of multiple BRDC F3 race winner Ayrton Simmons. Fores last season graduated from club racing to BRDC F3, via F3 Cup, with CDR.

Fores told Motorsport News of his Silverstone test: "The other [CDR] car out, the whole two days we were completely matched down to the tenth pretty much every session. That was a mega positive with my background when you compare it to his.

"[At Brands I was] getting down to competitive times from [Simmons'] data the team have. Pretty much straight away on that kind of pace, there or thereabouts.

"That gave me good confidence going into Silverstone. There were about 15 other British F3 cars out. Even though they've been doing loads of days, we were right in there at the front of times."

Fores matched the marks of experienced drivers

PICKUPS GET KNOCKHILL REVERSE RACES

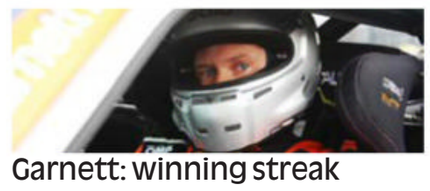
The Pickup Truck Racing championship's Knockhill quadruple-header meeting this June will feature two races on the Fife track's reverse layout as well as two races using the regular direction.

Pickups are due to return to Knockhill for a visit on the June 19-20 weekend, with qualifying and two races each day. The anti-clockwise route will be used on the Saturday and the clockwise route on the Sunday.

Championship founder Sonny Howard also told Motorsport News that the championship remains on course to run with its 2021 calendar as currently published. It starts with Mallory Park's oval on May 1.

Knockhill: both directions

IN BRIEF



Garnett: winning streak

Garnett goes again

Am-class charger Carl Garnett will race for a third consecutive season in Ginetta GT4 Supercup with AK Motorsport. Garnett last year put together an amazing eight-race winning run in class, which helped him finish just two points shy of Am class champion Stewart Lines in the table, Garnett having been over 100 points behind after a tricky start.

Lidsey made to wait

Brett Lidsey's 2021 Nurburgring Endurance Series season start got delayed when its curtain-raising Nordschleife meeting late last month was abandoned due to snow. Clio Cup race winner Lidsey has re-signed with Sorg Rennsport for the campaign.

Top students

Three Motorsport UK Diploma in Sporting Excellence students appeared on the BBC's Top Gear show last weekend. The DiSE programme, part of Motorsport UK's Academy development pathway, nurtures promising racers. The student trio – Olivia Petix-Martin, Harry Rice and James Black – took to the Castle Combe circuit with the show's presenters.

Climbing to the top

Shelsley Walsh and the Midland Automobile Club have launched the Shelsley Walsh Young Drivers Championship for 17-21 year olds to sample speed hill climbing. Each driver gets a test day at Curborough and a day at the Shelsley Walsh Drivers School and entries to each event will be at a 50% reduction.

Middleton's Italian job

BRDC Rising Star Stuart Middleton will step up to the Italian GT Endurance championship with Lamborghini squad Imperiale Racing. Middleton, 21, has competed with Lamborghini over the past two years, narrowly missing 2019's Lamborghini Super Trofeo Europe crown then finishing fourth in 2020's Lamborghini Super Trofeo North America standings.

RACE TELEVISION

MORE LIVE MOTOSPORT

FREE TO VIEW - NO CONTRACTS - ALL RACES LIVE

www.race.tv

THIS SATURDAY/SUNDAY 10/11 APRIL FROM DONINGTON

RACING FROM 12.55 Saturday

GT CUP CHAMPIONSHIP

CREATIVE FUNDING SOLUTIONS

SPORTS 2000 CHAMPIONSHIP

MOTORSPORT MOMENTS
bringing motorsport memories into focus

1971

JACKIE STEWART AND TYRRELL BRING SUCCESS BACK TO BRITAIN

How an independent English team and a Scottish genius conquered the world

BRINGING LE MANS TO THE SILVER SCREEN

Steve McQueen's momentus movie magic

SWEDISH STARS TAKE GOLD ON RALLY GB

How Saab conquered the British forests

SURVIVING GRAND PRIX RACING'S DARKEST ERA

The ever present threat in Formula 1

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

COLLECTOR'S EDITION BOOKAZINE

PRE-ORDER NOW AND SAVE!

The publishers of Motorsport News are proud to introduce this fabulous celebration of a golden era in British motorsport. Motorsport Moments will focus on some of the most iconic times spanning the 1960s, 1970s, 1980s and 1990s across the main disciplines: Formula One, BTCC, Rallying, and Endurance Car, notably Le Mans. Focusing on one year at a time, starting with 1961, 1971, 1981 and 1991, Motorsport Moments will pick out the highlights from each year across these motorsport formulae.

ONLY ~~£8.99~~ £7.99

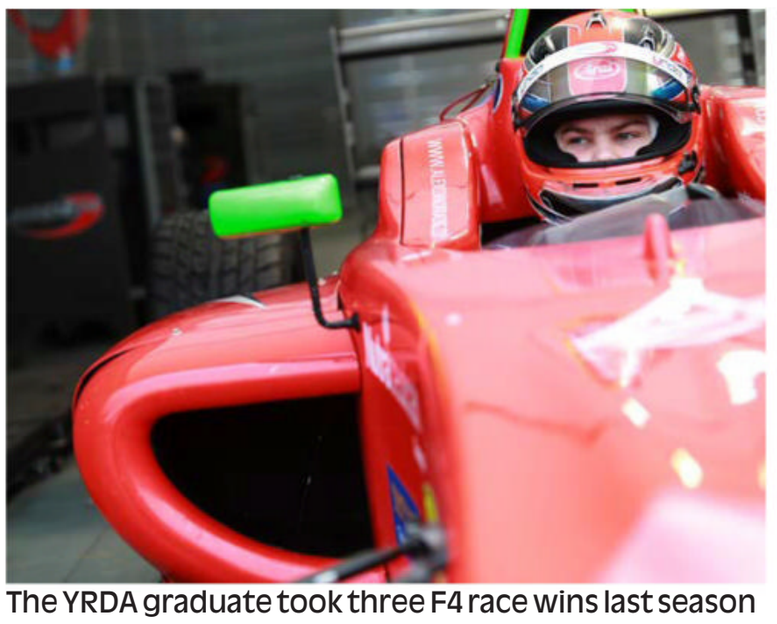
FREE UK DELIVERY

SHOP.KELSEY.CO.UK/1971

Full terms and conditions can be found at kelsey.co.uk/terms

RACING NEWS

Photos: Jakob Ebrey, Dan Bathie, 5 Nations BRX, Gary Paravani (Xynamic)


The YRDA graduate took three F4 race wins last season

RISING STAR ALEX CONNOR AIMS HIGH AFTER BRDC F3 SWITCH WITH ARDEN

The 16-year-old wants table top three after joining Arden's new BRDC F3 venture in 2021

By Graham Keilloh

Rising star Alex Connor is aiming for the BRDC British Formula 3 table's top three after moving to the championship for 2021 with Arden which joins the category this year.

Connor, a member of the Arden-affiliated Young Racing Driver Academy, made his single-seater debut with the team in British F4 in 2019 and last year finished fourth in the table with three victories.

The 16-year-old told MN of his BRDC F3 move: "It's a very strong championship, lots of good drivers in it, and also you have to be very good to drive the British tracks.

"I've been with Arden for a while so they've helped me and sticking with them was the best option this year. I have a really good bond with the team."

Connor so far has completed two days' BRDC F3 car testing, which was at Anglesey last November. "I was quite quick, on the pace, by the end of the first day, but obviously still getting used to [the car] after two days," he added. "You have more power [compared with F4], a lot more aero, everything's faster which just makes it a bit more fun. I'll be trying my best to go for the championship but I'll be very happy with a top three."

Connor also recently competed in Asian F3 against FIA Formula 2 stars Guanyu Zhou, Jehan Daruvala and Roy Nissany.

Smith is going for P1 in 2021's table

SMITH'S '100%' MINI JWB TITLE CHARGE

Teenage racer Isaac Smith is promising a 'full 100% charge' for this year's Mini Challenge JCW title after switching to the JWB Motorsport team from reigning champion Excler8 Motorsport.

On his Mini JCW debut campaign last year, the 2019 Fiesta champion won at Snetterton and finished eighth in the table.

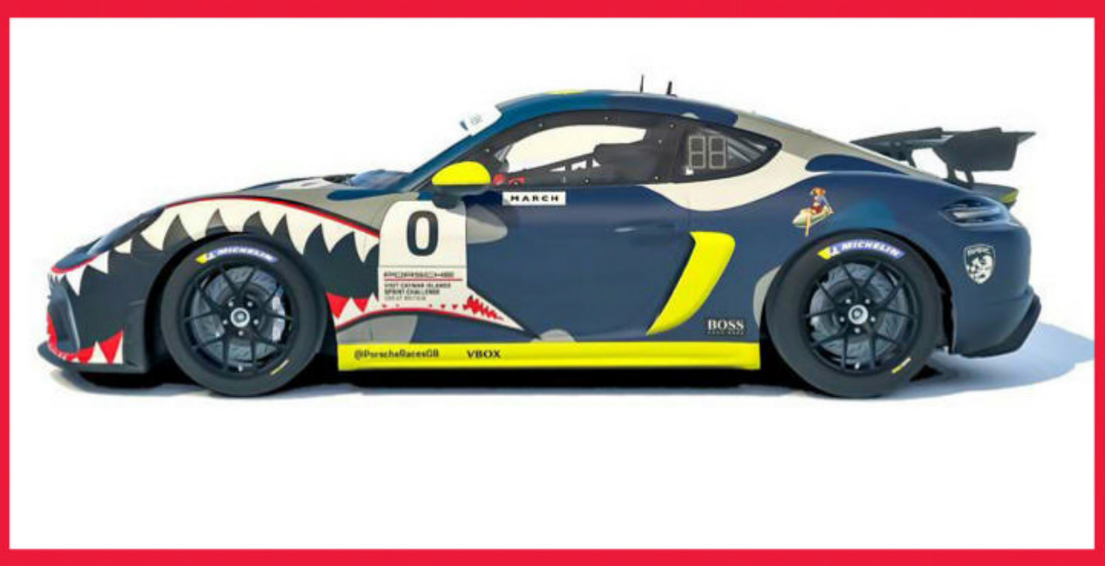
Smith, who has completed two test days with JWB, told MN: "The pace we have is just extreme. We're going to be fast from the off. The pace is going to turn some heads to say the least. It's going to be a full charge for the championship [in 2021], 100%."

"I couldn't do enough test days [before 2020], if we can carry on the pace from [the end of] last year we'll be in there."

Explaining his team switch, 19-year-old Smith added: "In a big team it's quite difficult [to win the title]. We wanted to be number one in the team, in a good team which can put a car together, and JWB can do exactly that.

"Nick [Beaumont] from JWB knows how to set up a car that works for me, which is amazing. We can make the car do things that I couldn't do before."

SPITFIRE COLOURS FOR SPRINT CHALLENGE GB



Charlie March will return to Porsche Sprint Challenge GB for the full 2021 season with Team Parker Racing, and will do so with a Spitfire-inspired livery. March is heir apparent to the Duke of Richmond, founder of the famous Goodwood motorsport events, and the Goodwood circuit's land was home to RAF Westhampnett where Supermarine Spitfires were based during the Battle of Britain. March, who had experience in historic racing, made his modern GT debut in last year's Sprint Challenge Silverstone season-closer with Team Parker.

BIRD TARGETS JCW TITLE WITH EXCELR8 MOVE

The Excelr8 Motorsport team has secured the driving services of frontrunner Max Bird as the squad aims for a second successive Mini Challenge JCW title.

Karting and Ginetta graduate Bird joins the team for what will be his third year in the category, following a 2020 campaign with Elite wherein he won three races – a total matched only by Excelr8's title winner Nathan Harrison.

Bird said: "I've joined up with Excelr8 as I believe that they are the right team to help unlock the championship for me.

"I'm looking to hit the ground running when the season starts, and feel confident about fighting for the title. There are going to be some very fast drivers alongside me, but I feel I have the experience to be able to pip them to the post."

Ovenden: circuit switch

RALLYCROSS CHAMPION OVENDEN SWITCHES TO CIRCUIT RACING IN MINIS

Multiple junior rallycross champion Tom Ovenden will move into circuit racing for the first time this year in Mini Challenge's Cooper class driving for multiple champion Excelr8 Motorsport.

Karting graduate Ovenden sampled car racing in Autograss before he followed his father Tristan's footsteps in 2019 by launching a rallycross career. Last season the 16-year-old wrapped up the junior title in the BTRDA Clubmans Rallycross championship with a perfect winning record, and followed that up with victory in the Motorsport UK British Junior Rallycross championship.

Ovenden said: "I think the most difficult thing as I make the switch from British rallycross to circuit racing is going to be learning all the new circuits, but joining an experienced and well-established team like Excelr8 will hopefully give me the best chance of success, and will help me get up to speed quickly.

"I'm always aiming to get on the podium as soon as I can, but I know that this will be difficult and will require a lot of hard work. However, I'm ready for this new challenge."

Baldwin took chequered flag again

TWO OUT OF THREE AIN'T BAD FOR BALDWIN AT BRANDS

James Baldwin at Brands Hatch took a second win from three 2021 British GT esports rounds, nipping past Team Rocket RJN McLaren 720S team-mate Michael O'Brien in the second stint.

With 30kg of success ballast, last week's Snetterton winner Baldwin took second on the grid behind Jody Fannin's JMW Racing Ferrari 488, but Fannin struggled to match the pace of the McLarens in the race.

O'Brien hit the front early on and edged away, but Baldwin made a faster pitstop to jump ahead of Fannin and then hunted down O'Brien. When Michael made a slight error approaching Stirling's, Baldwin pounced to lead. However, contact in traffic meant that he had rear diffuser damage, affecting the handling. "By the end of the race, my rear tyres were shot," Baldwin explained.

O'Brien was able to mount a final surge, his efforts partly blunted by traffic and a penultimate lap mistake at Sheene.

Fannin finished third, while Morgan Short's Rollcentre McLaren 720S took fourth, after Angus Fender in a Century BMW M6 copped a five-second penalty for contact.

Nils Naujoks' G2 Motorsports BMW M4 took a maiden GT4 win from Moritz Lohner's McLaren 570S, sim veteran Naujoks taking advantage of battles behind him to get away for victory and with it assume the championship lead.

David Addison

RESULTS

1 James Baldwin (McLaren 720S GT3) 1h01m11.091s; 2 Michael O'Brien (McLaren 720S GT3) +1.213s; 3 Jody Fannin (Ferrari 488 GT3); 4 Morgan Short (McLaren 720S GT3); 5 Angus Fender (BMW M6 GT3); 6 Sandy Mitchell (Lamborghini Huracan GT3); 7 Ben Green (BMW M6 GT3); 8 Alex Buncombe (McLaren 720S GT3); 9 Tom Canning (Aston Martin Vantage GT3); 10 Jack Lemmer (Lamborghini Huracan GT3). **Class winners:** Baldwin and Nils Naujoks (BMW M4 GT4).

STANDINGS

GT3

POS	DRIVER	PTS
1	James Baldwin	68
2	Jody Fannin	40
3	Angus Fender	39
4	Michael O'Brien	36
5	Ben Green	33
6	Morgan Short	32
7	Sandy Mitchell	16
8	Sam Neary	10
9	Andrew Watson	6
10	Liam McNeilly	6

11 Tom Canning 6; 12 Bobby Trundley 4; 13 Alex Buncombe 4; 14 Jonny Adam 1; 15 Ross Gunn 1; 16 Jack Lemmer 1

GT4

POS	DRIVER	PTS
1	Nils Naujoks	55
2	George Boothby	33
3	Jack McIntyre	32
4	Moritz Lohner	28
5	Luka Berk	25
6	Maciej Malinowski	18
7	Chris Hoeke	16
8	Michael Kundakcioglu	16
9	Gregor Schill	15
10	Robbie Stapleford	12

11 Ivan Shermetinski 11; 12 Tariq Gamil 10; 13 Egor Ogorodnikov 9; 14 Maxime Batifoulier 8; 15 Chris McDade 8; 16 Samir Ibraimi 6; 17 Eamonn Murphy 1

RALLY NEWS

TOYOTA HAPPY TO FOCUS ON WRC TESTING AHEAD OF CROATIA RALLY

Toyota has no plans to enter its quartet of WRC drivers on practice events ahead of the asphalt-based Croatia Rally.

Speaking to Motorsport News, team chief Jari-Matti Latvala, believes the squad's test in the country will be more than sufficient to take the fight to the rival Hyundai team, which has entered Thierry Neuville and Ott Tanak on this weekend's sealed-surface Rallye Sanremo in Italy.

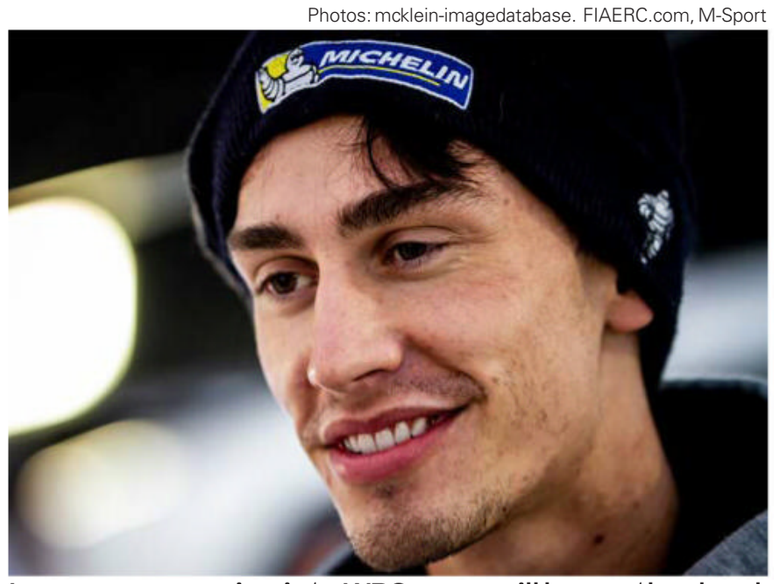
"Hyundai has been doing small events to try to get the feeling for the drivers but we are concentrating with the full testing," said Latvala, whose driver line-up consists of championship leader Kalle Rovanpera, World champion Sebastien Ogier, development driver Takamoto Katsuta and Welshman Elfyn Evans. "I'm confident we can get the feeling for the drivers, what is needed.

"It's great to have a new event and from what I understood it's pretty fast, not technical like Corsica, with flowing stages, which is very interesting for the

Toyota: Testing on Tarmac

Photos: mcklein-imagedatabase. FIAERC.com, M-Sport

European success has led to a two-year deal for Ingram



Ingram says moving into WRC arena will be another level

INGRAM REALISES A DREAM WITH TWO-YEAR WORLD RALLY CHAMPIONSHIP CAMPAIGN

European title winner signs deal for WRC3 and then progression to WRC2 division

By Graham Lister

Chris Ingram says confirmation of a two-year World Rally Championship campaign "feels so special".

Ingram, 26, will contest six rounds of the WRC3 in 2021 in an SXM Competition-run Skoda Fabia ahead of a WRC2 Junior bid in 2022 with the Belgian team. Ross Whittock, 29, who partnered Ingram to the ERC title in 2019, will co-drive.

"There have been some really tough moments to get this far but it feels so special to be able to say I'm a WRC driver," said Ingram. "I've given everything I have to get this opportunity and I have so many people to thank and so much to be grateful for."

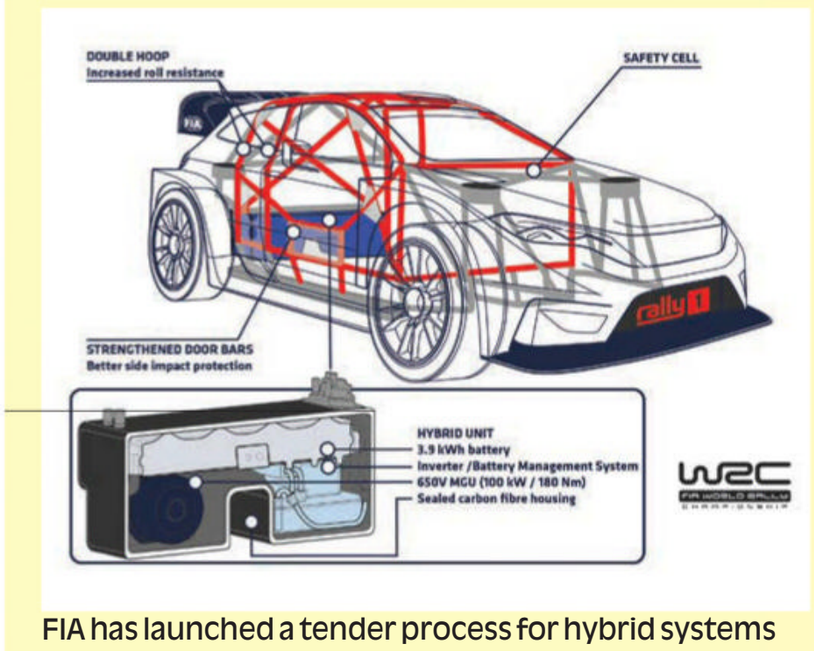
Ingram has landed a major sponsorship deal with CarFinance 247, which is based in Ingram's home city of Manchester. Kroon-Oil is also making a major contribution to his budget.

"Winning the ERC title in 2019 opened up lots of doors and I was close to landing a really good drive in 2020," Ingram explained. "The pandemic slammed all those doors shut, but I never gave up and never stopped believing my dream would come true."

Ingram will begin his campaign on the Croatia Rally from April 22-25. He's then due to contest the ERC-counting Azores Rallye from May 6-8 before announcing the remainder of his five-event WRC3 schedule.

"It's a two-year programme and I can't lose sight of that fact," said Ingram. "It's been almost 18 months since I last drove a top-level rally car so I've got to build up my confidence, learn the events and adapt to the championship because it's the biggest thing I've ever done.

"The World rally rounds are another level. I'm going to give it everything."



FIA has launched a tender process for hybrid systems

TOP MAKES COMMIT TO WRC'S NEW HYBRID FUTURE

The World Rally Championship's 50th anniversary season in 2022 will begin with the three existing manufacturers taking part in Rally1 cars as the sport's hybrid era gets underway.

Hyundai, M-Sport Ford and Toyota have committed to the series until 2024 after jointly contributing to the development costs of the hybrid kit and enhanced safety measures.

Governing body the FIA has matched the trio's investment and all four will own a licence, which can be sold on in the future.

It is the first time in WRC history that manufacturers have made multi-year commitments to the championship in unison, with FIA rally department chief Yves Matton widely regarded as the architect behind the four-way partnership.

His boss, FIA president Jean Todt, said: "A switch to plug-in hybrid power reflects the latest trends in the automotive industry, at the same time making the sport more sustainable.

"This was made possible owing to the joint efforts of the manufacturers and the FIA. The fact that all three of the brands currently involved in the championship committed for a further three years proves that world rallying is heading in the right direction."

In addition to launching the WRC's hybrid era, the FIA has launched tender processes for sustainable fuel supply and sustainable energy supply to event service parks.

Meanwhile, the final safety cell specification used in all Rally1 cars follows the completion of the physical crash testing phase. The cell features a double hoop for increased roll protection and also strengthened door bars for improved side impact protection.

By making its commitment, M-Sport is safeguarding a number of jobs at its Cumbria HQ. Company founder Malcolm Wilson said the introduction of the hybrid era was "integral to the continuation of our successful partnership with Ford and safeguards the immediate future of M-Sport in the WRC."

BRIT ARMSTRONG READY TO RETURN TO TOP-FLIGHT AFTER 2020 ACCIDENT

Jon Armstrong began his bid to return to the Junior WRC in the aftermath of his huge Rally Sweden crash in February 2020, it has emerged.

Armstrong, from Northern Ireland, was unable to continue his JWRC programme when the championship resumed on Rally Estonia following the first wave of the Covid-19 pandemic after running out of funding.

But along with Irishman William Creighton, Armstrong is one of eight drivers entered for this year's JWRC, which begins on the Croatia Rally from April 22-25.

"After Rally Sweden in 2020 I really didn't know if I was ever going to get the chance again to come back and give it all another go," he said. "I had quite a big crash

Armstrong: back in JWRC

and I've gotten over that but after that it was a scenario of 'how can I make this happen?' for 2021 and I've been working on getting here ever since.

"I need to be realistic and build up my speed again and see where we are come the end of day one in Croatia. My goal in Croatia is just to bed myself back into it and take it from there. Even though I've had really good results on gravel, I feel comfortable on asphalt."

NI BOSSES URGE THE PUBLIC TO HAVE AN INPUT INTO WORLD RALLY BID

Rally Northern Ireland bosses are calling on fans to complete an online survey as part of their bid to land a round of the WRC in 2022.

They are asking members of the public if they are likely to travel to the event, if it gets the green light, in the probability of Covid-19 restrictions having been lifted.

Data gathered from what is understood to be the first survey circulated ahead of a WRC event, rather than afterwards, will be used to assist in determining any stage and hotel capacity issues, while also highlighting the popularity of the rally to potential investors.

Unlike Wales Rally GB, access to the majority of stages will be free of charge and organisers are hoping that significant numbers of fans from abroad will fill Belfast's hotel beds each night.

With no prospect of the WRC returning to Wales in the near future due to the ending of Welsh Government support after 18 years, Rally Northern Ireland provides the only hope of the WRC visiting the UK in 2022.

Prizes have been pledged to encourage respondents. Information can be found at rallynorthernireland.com. The survey runs until April 14.

POWER BOOST TO PUSH GREENSMITH'S HOPES ON RALLY CROATIA FOR M-SPORT

Greensmith can expect a "good step forward" for Fiesta

Briton Gus Greensmith will be able to count on an upgraded engine in his Ford Fiesta WRC from the Croatia Rally onwards, as M-Sport continues its preparations for the new hybrid-based Rally1 era from 2022.

M-Sport team chief Richard Millener told Motorsport News the changes were "a good step forward, with work mainly focused on the fuel injection system and cylinder head, and produces more power at the top end."

He added: "There's still some work to do before the homologation cut-off in July, which determines the engine for the new car. But we're happy with what we've done so far and our engineers will continue their development to ensure we have the best base engine for 2022."

SPECIALIST PERFORMANCE LUBRICANTS

Oil is the lifeblood of an engine and performance vehicles need only the best lubrication to win under arduous conditions. Motul has a long history of 168 years as a lubricant specialist with a huge reputation in the automotive world. In 1953, Motul was the first lubricant company to develop multi-grade oil. Today, Motul offers a reliable and unbeatable range of quality lubricants, used by drivers and race teams, mechanics and technicians across the world.

Motul in the UK deals with Witham Motorsport as its partner for car products. Witham Motorsport has an impressive track record for service and technical know how and are able to provide the whole range of Motul automotive engine oils, brake fluids, gear oils, coolants, as well as useful engine care and cleaning solutions, technical support and a whole lot more for garages and workshops.

To order online or for more information contact: 01353 723373 motul@withamgroup.co.uk

withammotorsport.co.uk

witham Motorsport OILS
MOTUL
OFFICIAL LUBRICANT PARTNER

BURTON

Fast mail order worldwide.
Order online.
www.burtonpower.com

Follow us on Facebook for latest news

Europe's Leading Classic & Performance Ford Specialist

Order Online
Mobile and tablet friendly website

www.burtonpower.com

- Secure online ordering
- Tuning guides
- Over 4000 product photos
- Flick-through e-catalogue

Easy Mail Order.
Just call us!

Tel: 0208 518 9126

- Open Monday - Saturday
- Over 100,000 parts in stock!
- Experienced staff

Showroom and Sales: 617-631 Eastern Avenue, Ilford, Essex IG2 6PN

Showroom will re-open when Covid-19 restrictions are lifted.

Mail Order in Operation*
*at time of going to press

Free!
Burton's Catalogue
Telephone, visit website or call in at our store for your copy!

RALLY NEWS

IRISH DUO DEVINE AND McERLEAN PREPARE TO TACKLE MAJOR US RALLY AS SEASON KICK STARTER

Up-and-coming pair head to Washington state to take on the best from the States and get rally sharp

Photos: Jakob Ebrey, Kevin Money

Motorsport Ireland Rally Academy driver Devine will grab USA chance

By Graham Lister

Irish drivers Callum Devine and Josh McErlean will contest the Olympus Rally from April 24-25, round three of the American ARA series.

Based in Washington state, the ex-WRC event lists top American drivers Ken Block and Travis Pastrana on a packed entry, which also includes Irishmen John Coyne and Barry McKenna.

Devine and co-driver James Fulton will compete in a Ford Fiesta R5, while McErlean, who has replaced Devine in the Hyundai Junior Driver scheme, lines up in a Hyundai i20 R5 alongside Keaton Williams.

"It's awesome as they would say out there and it's thanks to the Motorsport Ireland Rally Academy," Devine said.

"The guys there have pushed us to try the stages and I'm happy to be involved. I'll drive a Fiesta for Barry McKenna's team and it's great all the protocols have been sorted to do the rally."

McErlean, who is using the outing to prepare for the European championship-opening Azores Rallye, which takes place two weeks later, said: "It will be good seat time before we head back across the Atlantic because I'm relatively new to gravel in an R5. All being well we will fly directly to the Azores so it's going to be a big adventure."

NEW COMPETITORS' ASSOCIATION "CAN BE GOOD" FOR RALLYING

The new Rally Competitors Association could be "very, very good" for British rallying but its members might have underestimated the task ahead of them says BTRDA president Mike Broad.

The RCA was formed after the latest delay to forest rallying in England, with Forestry England not allowing any lifestyle activities to take place on its land until September 30. It was originally suggested rallying could resume in the English forests from April 1.

The group has several key members including British Rally champion Matt Edwards and M-Sport team principal Rich Millener and held its first meeting last week where it set out its objectives, maintaining a focus on 2021 and beyond as opposed to solely current issues.

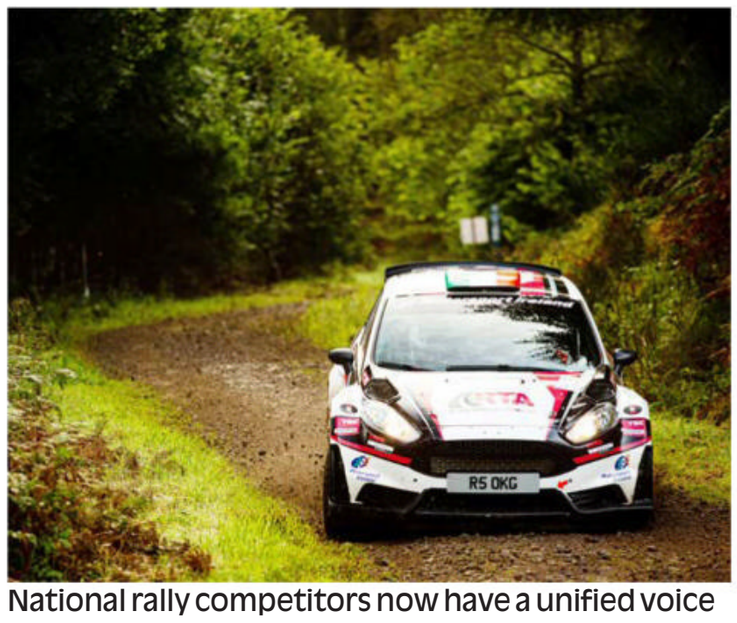
The main issues it wants to achieve are clearer communication between authorities and competitors and more competitor involvement in these discussions while recognising the importance of a collective voice of competitors and all rallying stakeholders.

Broad told MN he "can fully understand" the desire from the competitors' side to seize the initiative but warned they won't find it easy. "The politics of organising events isn't easy when governments, local councils, parish councils, the rules and regulations on footpaths and bridleways and all that are thrown into the pot," Broad said. "[But] I personally hope that they come up with something we haven't thought of before and would like to be part of the solution. It can be very, very good. You do get a bit blinkered sometimes."

Broad also argued that Motorsport UK isn't doing as bad a job as some have perceived, as it isn't just rallying plans that have been halted by Forestry England: "We mustn't feel persecuted from what Forestry England have said, quite the opposite," he said. "It's not something that Forestry England have said 'not rallying, we'll do everything else.' They're not doing anything.

"I think the other thing is that we're seeing, in certain countries in Europe rallying, doesn't seem to have stopped, but we can't do what the government won't allow us to do. If they say we can't do it, we can't do it.

"The whole thing is to do with how much you keep your customer in touch with what's going on and perhaps that's the one fault that Motorsport UK hasn't been doing."



National rally competitors now have a unified voice

The BTRDA competitors will tackle the Trackrod in '21

BTRDA COULD BE A SEVEN- OR EIGHT-ROUND SERIES IN 2021

The 2021 BTRDA Rally Series could remain an eight-round campaign despite the loss of the Kielder Forest Rally as Trackrod Rally Yorkshire was confirmed to go ahead last week (*see separate story*).

However, that would require a new event being sought – as the reserve event, the Scottish Rally, was added earlier in the year when the Malcolm Wilson Rally was cancelled – and chairman of the BTRDA rallies committee, Neil Cross, told Motorsport News "we're undecided at the moment" whether to add an eighth round or run a seven-round series.

"The problem when you start adding events is it then concertinas up the calendar," Cross said. "There's no point putting in reserve events left, right and centre if you then suddenly have six events over nine weeks. So, until we know what the events are doing, we're in limbo I suppose at the moment."

One of the existing events, the Woodpecker Stages, on September 4 could potentially be affected by the Forestry England suspension that has prohibited rallies running until later that month. But Cross said the BTRDA isn't "putting any pressure on them" as "we'll react when we know what they're going to do".

"We're working on the premise that they will run," Cross added. "OK they might not be running their traditional event but we're working on the premise that they'll come up with something workable for us."

FIA RUBBER-STAMPS PAIR OF NEW JUNIOR RALLY MACHINES

Two significant new rally cars for the junior market have been homologated by the FIA.

M-Sport's Fiesta Rally3 has been rubber-stamped by the governing body for international competition use as the first car conforming to the new Rally3 category rules.

Meanwhile, the Renault Clio Rally4 has also had the all-clear from the FIA as a higher-spec version of the existing Rally5 model, which made its debut in 2020.

The Clio will rival the Fiesta Rally4 and Peugeot 208 Rally4. The company's commercial racing director, Benoit Nogier, said: "This car has been designed without compromise in terms of performance, safety and fun on all surfaces."

R5 TEST PRIZE REMAINS FOR WELSH JUNIOR CHAMPION

The 2021 Welsh Junior champion will once again receive a test in a PCRS R5 car this year, a prize the latest winner Tom Llewellin says he "can't fault."

Llewellin – the son of double British champion David – drove a Hyundai i20 in late 2019 thanks to OnThePaceNote UK and described it as "an incredible experience".

"Philip Case [owner of PCRS] sat beside me and walked me through how the car works – and by the end of the day I felt very comfortable driving it at speed," Llewellin said. "Competing in an R5 car is the next step and where most junior rally drivers want to be, so it was an amazing opportunity to get the chance to experience one first-hand."

As well as the R5 test, three training days will again be arranged where drivers have, in the past, benefited from the experience of the likes of Elfyn Evans and Gus Greensmith. The Junior co-driver will win a voucher to spend on any Nicky Grist Motorsports product, replacing the invitation to attend a private WRC test which isn't possible to arrange with current Covid-19 restrictions.

To be eligible all drivers and co-drivers must be under 25 as of January 1, 2021 and have never won a Junior title before.

Welsh Junior champion will drive an R5

MEWLA EVENT JOINS SIX-ROUND ASPHALT RALLY CALENDAR

The Mewla Rally, based on the Epynt ranges, is the new season-opener for the 2021 Asphalt Rally Championship which is now a five event, six-round contest.

The North West Stages, Tour of Epynt, Manx National Rally, Jim Clark Rally have all been lost to coronavirus, but the Tyrone Stages, Three Shires Rally and Cheviot Stages all remain from the original schedule and will be joined by Mewla and the Pokerstars Rally which will be a mid-season double header.

The Three Shires and Cheviot events will run on their original dates, but the Tyrone Stages in Northern Ireland has moved from July to November and will be the season finale.

Several prizes remain available for competitors, including a test in a PCRS Hyundai i20 R5 for the top Junior in association with OnThePaceNote UK – the same reward available in the Welsh series (*see story, page 10*).

Jane Evans, Asphalt Rally Championship co-ordinator, said: "Of course, these events will only run if it is safe to do so, but we are confident that the Motorsport UK Covid-19 compliant guidelines, together with the continued success of the national vaccination programme, will allow us to proceed as planned."

CALENDAR

2021 Asphalt Rally Championship

DATE	EVENT/ LOCATION
Aug 29	Mewla Rally
	Epynt, Wales
Sept 5	Three Shires Stages Rally
	Gloucestershire, England
Oct 1-2	PokerStars Rally,
	Isle of Man
Oct 24	Cheviot Stages Rally
	Otterburn, Northumberland
Nov 6	Tyrone Stages Rally
	Cookstown, Northern Ireland

SCOTTISH STAGES UNAFFECTED BY LATEST FORESTRY DECISIONS

Organisers of the Scottish Rally Championship have moved to dispel any rumours that the recent announcement from Forestry England will affect the Scottish series.

In a statement, the organisers said, "we would like to clarify that there has been no such announcement from Forestry & Land Scotland" regarding limited forest access "and as such organisers of the Scottish, Grampian and Galloway Hills events continue to plan for their events to take place."

The 2021 Scottish Rally Championship season is set to begin on June 25-26 with the Argyll Rally which has switched from gravel to a closed-road format. Argyll organisers are expected to know more about the fate of this year's rally later this month.

The SRC's plans are set firm

The season will end with the Carlisle Stages in England, but its scheduled date of October 23 is three weeks after rallies will be permitted again on Forestry England and will thus go ahead subject to Covid-19 restrictions.

Photos: Extreme E , Jakob Ebrey, Eddie Kelly

An Irish influx should help boost numbers in '21 BRC

BRITISH CHAMPIONSHIP MANAGER EXPECTS R5 NUMBERS 'INTO THE TEENS'

Series boss thinks that British Rally Championship's headline class will flourish when season kicks off

By Luke Barry

British Rally Championship manager Iain Campbell is anticipating strong competition at the head of the 2021 season with R5 competitors reaching double figures.

Last year's season-opener attracted nine R5 cars but Campbell told MN he expects numbers to be "into the teens" as "we're getting a lot of strong interest because the Irish Tarmac Championship's not running".

"There's more interest in the British Rally Championship this year than there has been over the last 18 months, which is great," he added.

The BRC will remain a seven-round series in 2021 as Trackrod Rally Yorkshire will go ahead as planned on September 24-25 despite falling a week before Forestry England's access deadline of September 30.

The BRC, BTRDA and British Historic Championship qualifier will run as what's being called a 'test event' for Forestry England as it continues to monitor its visitor demand.

Jack Colston, recreation forester Yorkshire district for Forestry England, called it "a great opportunity to garner insight and provide guidance for other motorsport events as lockdown restrictions start to lift."

Campbell said: "I'm delighted that it's still there. Yes, it was a concern we were going to lose a round, it's why I've got grey hairs! There is always that worry, that concern, but every organiser is 100% positive that they will be running."

Motorsport UK CEO, Hugh Chambers, added: "With the guidelines and protocols we have created as the national governing body, we look forward to working with Forestry England to demonstrate how a safe and successful event can be run in the forests.

"Following the rally, we hope we can create a model for all future forestry events around the country."

DESERT X PRIX: ALULA, SAUDI ARABIA BY HAL RIDGE **APRIL 3-4**

Kristoffersson and Taylor dominated in Saudi Arabia

TAYLOR AND KRISTOFFERSON HELP ROSBERG TO EXTREME E GLORY

Johan Kristoffersson and Rosberg X Racing (RXR) team-mate Molly Taylor claimed the first Extreme E series victory in Saudi Arabia, while British driver Catie Munnings finished second together with team-mate Timmy Hansen for the Andretti United squad.

An 11th-hour format change meant the qualifying runs were held as single-car affairs, before a series of three-car races were run for the knock-out races and final on Sunday. The change in the weekend's format was due to the amount of Arabian dust being thrown up from the single-specification, all-electric ODYSSEY 21 SUV machines.

In the opening exchanges of the final race, Hansen made the best launch and used his single-use power boost option to streak away immediately.

But, Hansen had a minor lack of momentum caused by a moment in Turn 1 and RXR driver Kristofferson sliced inside his World Rallycross Championship rival into the second turn to take the lead.

Such was the advantage of leading car, which was free of vision-impairing dust, that it was 30 seconds ahead of Hansen going into the driver change, while Loeb's machine was a similar distance back in third and clearly struggling.

By delivering a strong second lap, Taylor completed the RXR team's run to victory. Having swapped with Hansen, Munnings closed the gap on Taylor in the closing stages, while Gutierrez brought the X44 car home third with a technical problem.

Earlier in the day, Briton Oliver Bennett and team-mate Christine Giamaoli Zonca had beaten Jenson Button and Mikaela Ahlin-Kottulinsky in the 'Crazy Race'. Veloce Racing's effort ended on the very first competitive lap of the weekend when Stephane Sarrazin rolled the car, which he was due to share with W Series champion Jamie Chadwick.

Results

Final: 1 Johan Kristoffersson/Molly Taylor (RXR) 11m29s; 2 Timmy Hansen/Catie Munnings (Andretti United) +23.73s; 3 Sebastien Loeb/Christina Gutierrez (X44). Points: 1 RXR 35; 2 X44 30; 3 Andretti United 28; 4 Carlos Sainz/Laia Sanz (Acciona - Sainz) 26; 5 Oliver Bennett/Christine Giamaoli Zonca (Hispano Suiza Xite Energy) 20; 6 Jenson Button/Mikaela Ahlin-Kottulinsky (JBRX) 17.

SUBSCRIBE TODAY!

SAVE £43.75 ON THE SHOP PRICE AND RECEIVE THIS HAT AND TRAVEL MUG WORTH £24.98!

26 ISSUES OF MOTORSPORT NEWS

for just £59.99!*

FANTASTIC SUBSCRIBER BENEFITS:

- Print & digital access included
- Free home delivery of every issue
- Save 42% on the shop price
- Never miss an issue
- Pay just £2.30 per issue

(shop price£3.99)

SAVING 42%

EXCLUSIVE: Craig Breen
Hyundai WRC star tackles the readers' questions P14
THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS
Northern Irishman seals a deal to remain with BMW and WSR for 2021
TURKINGTON:
I'M GUNNING FOR MY FIFTH BTCC CROWN
WHEN THE UK TURNED TO THE ATLANTIC
WE SPEAK TO THE RACING CHAIRMAN
UL O'NEILL
les the MN posers P14
TE WINNER
THE SUPERPRIX ALIVE
: Jonny Milner
racing for Independent tin-top star
YUNDAI ATTACK
IGN
livering great content every week since 1955
week since 1955
very week since 1955

Visit - shop.kelsey.co.uk/MTSIG21
Or Call: 01959 543 747 and quote MTSIG21

Hotlines open Monday – Friday 8.30am – 5.30pm. Calls are charged at your standard network rate

*Full terms and conditions can can be found at shop.kelsey.co.uk/terms. Offer applies to UK subscribers only when paying by direct debit. Please allow 28 days for delivery of gift. Gift subject to availability. Your subscription will start with the next available issue with your first 26 issues charged at just £59.99. Payments will continue to be taken at the low rate of £59.99 every 6 months thereafter. You can cancel your subscription at any time and no further payments will be taken. Overseas and other offers available at shop.kelsey.co.uk/MTS

HISTORICS

DOWN THE PUB

JEAN-FRANCOIS MOURGUES

European rally contender
Age: 58 **Lives:** France

Mourgues: BMW M3 man

He's a French champion
He was the 2001 French Rally champion and is a former World Rally Championship competitor. He will take part in the 2021 FIA European Historic Rally Championship in a BMW M3 with co-driver Denis Giraudet, who scored five WRC victories between 1993and 2001. Mourgues will start his campaign this weekend in Sanremo.

Covid has been challenging
He says: "It was a bit of a complicated period, more on a professional level than on a family level during the confinement but it also allowed us to concentrate on the essentials and to do things that we didn't have time to do before. The only rally we were able to participate in was the Mont Blanc Rally. The rest of the time we worked a lot on the car."

He'll contest the EHRC this year
"At the moment we know that we can do five or six European Championship rallies. The objective is of course to fight for the title. I don't think we will go to the Czech Republic, Hungary and Finland, unless we find a car in the same category for the gravel."

The M3 is built to Prodrive-spec
"It's a completely new car that we have built in the same way as the Prodrive factory cars of the 1990s. In the late 1980s and early 1990s I worked and drove for the French team Cilti Sport and we used Prodrive M3s and then we built new ones with their help. With three friends who worked with me, we took out all the plans and after four years of work, we could do the first test. From the very first test, I found again the sensations and the smells that I had known 30 years before!"

Sanremo is new to him
"At the moment, the only rally I know is the Costa Brava, but I saw the videos of the Sanremo, and I really liked it. I never took part in the Sanremo Rally, but Denis Giraudet has! I only tested with Subaru in 1999 for the World Rally Championship. The return of the Sanremo in the European Historic championship is a very good thing: first of all because it is a mythical rally and also because the region is suitable, and the roads are magnificent. I am really looking forward to the start!"

Photos: Paul Lawrence

Lee Mowle has already tested the Lotus 80

LOTUS FORMULA 1 CHASSIS READY TO RACE 40 YEARS AFTER IT WAS CREATED

Rare 1980 machine has been finished and is ready to tackle Monte Carlo

By Paul Lawrence

A Lotus 81 Formula 1 car from 1980 will finally have its first race this spring after Classic Team Lotus recently completed the build of chassis number five, 41 years after it was started.

Chassis numbers one, two, three and four were raced by Mario Andretti, Elio de Angelis and Nigel Mansell during the 1980 grand prix season and a fifth chassis was built by Team Lotus but never completed.

As Lotus started to build its first carbonfibre composite monocoque, the unused chassis was no longer needed and was put away in the stores where it stayed for 40 years.

Finally, Classic Team Lotus team manager Chris Dinnage recognised that the Covid lockdown would present a rare opportunity to finish the car instead of running cars for customers at events across Europe.

The project was complete in time for a couple of recent test days in the hands of GT racer Lee Mowle who will race it at the Monaco Historic GP at the end of April. More than 41 years after the Lotus 81 made its debut in the Argentinian Grand Prix, chassis five will have its first race.

"It was given chassis number 5 in period," said Clive Chapman of Classic Team Lotus. "It's a case of so far, so good in testing.

"Tim Gardner, the lead mechanic on the project, has done an outstanding job.

"We had most of the parts in the store and lockdown helped as it really was a lockdown project. Without that, it probably wouldn't have been finished."

ALDERSLADE AND JORDAN TO TEAM UP FOR GENTLEMEN DRIVERS' ATTACK

Alderslade will twin a Cobra campaign with racing in Ginetta GT Academy

Roy Alderslade and Andrew Jordan will team up in Masters Gentlemen Drivers races this season in Alderslade's recently completed Cobra Daytona Coupe.

The car has been built up by Jordan Racing Team and will be raced alongside his Lotus Cortina. "I thought I would never get started in racing," admitted Alderslade who only started racing three years ago after a friend sponsored Michael Crees in the British Touring Car Championship.

That led to a chance to race in the Ginetta Racing Drivers Club series in 2018. He then won the Chairman's Cup in the 2019 Ginetta G40 Cup.

This year, Alderslade will race the two historic cars alongside a campaign in the new Ginetta GT Academy.

"The Cobra is quite a step up," he said. "Mike and Andrew Jordan have done a fantastic job on the car and Andrew is coaching me in the car."

Sirrell and son to swap from bikes to Historic FF2000

Former motorbike racer Rob Sirrell will make his car racing debut in Historic Formula Ford 2000 this season by sharing a Reynard SF78 with his son Oliver.

Sirrell Sr started racing bikes in 1983 and also raced sidecars as he progressed to F1 road racing, mainly in Belgium.

"After a 15-year gap I decided to make my comeback but then after breaking my hip I couldn't get on the bike any longer so I decided to go car racing," he said. His son Oliver previously raced an ex-Dan Wheldon Van Diemen in Formula 4 and then moved to Formula Renault until the money ran out.

Sirrell Jr should also get the chance to race the Reynard this season.

BRADSHAW TO FOCUS ON AN HISTORIC RACING FUTURE

Former single-seater and Porsche Carrera Cup GB racer Tom Bradshaw is concentrating on the Masters Historic Sports Car Championship this season in the Chevron B19 recently rebuilt by his father John.

Bradshaw was due to open his title campaign at Donington Park on Friday and plans to take in most of the remaining eight rounds, including two in the UK – Brands Hatch at the end of May and the Silverstone Classic – and an Iberian double-header in Spain and Portugal at the end of the season.

"That's the plan but it is all subject to dates and travel into Europe," said the Bolton-based driver, who is expected to be a title contender.

IN BRIEF

Tour de Corse
The 21st Tour de Corse Historique will run on the French island from October 4-9, completing a lap of the sland. This year's event will celebrate the Alpine marque, which won the Tour de Corse four times between 1968 and 1973.

New Spanish event
Rally the Globe has unveiled plans for a new 11-day rally in Spain in April 2022. Carrera Espana will run from April 24 to May 5 going from Barcelona to Santander. The event is open to pre-1977 cars and will include special tests and regularity sections.

Jags on show
Racing E-types will be on display at the British Motor Museum to mark the 60th anniversary of the launch of the Jaguar. The museum is due to reopen on May 17 and the display from the Jaguar Daimler Heritage Trust will run until the end of June.

Catalunya is go
The fifth edition of the Rally Catalunya Historic will run this Friday evening and Saturday from a base in the tourist town of Salou. The closed-road route will take in stages used on the region's WRC event. Organisers have adapted the route to meet Covid regulations. More than 70 crews have entered.

Bumper HSCC
The Historic Sports Car Club has now taken over 220 entries for its season-opener at Snetterton on April 17-18. The races are headed by a monster 35-car Historic FF2000 entry, while 70s Road Sports features a 34-car grid. Joining the regular HSCC grids is the first race for the new Ecurie Classic Racing date for pre '66 GT cars.

Birrell remembered
Ex-pat Brit Mike Mitchell is hoping to arrange a memorial to racing Scot Gerry Birrell in the town of Rouen in France. Rising star Birrell was killed on the road circuit during qualifying for a Formula 2 race there in 1973 and Mitchell would like to find support to fund a marble or granite memorial to remember a lost talent. He can be contacted via mike.lynne.mitchell@wanadoo.fr

Rally the Globe
To restart its competitive programme, classic rally organiser Rally the Globe is planning four events at two locations in the UK during May, June and July. The four-day rallies will run to a cloverleaf format from one base and will feature limited entries, mainly for crews who had entered events that were lost to the pandemic. Two will be based in Nidderdale in the Yorkshire Dales and two on the Movern Peninsula on the west coast of Scotland.

Advertising enquiries: 01732 446757

FEATURE

KENNY ACHESON: I NEVER REGARDED MYSELF AS A FORMULA 1 DRIVER

Matt James speaks to the humble Northern Irishman who reflects on his career

Sitting proudly at Kenny Acheson's home is a copy of his multiple title-winning Formula Ford car, a Royale RP24.

Acheson had driven a very similar model to a hat-trick of 1600cc championships in 1978, marking himself out as a star of the future.

His path to the top took him briefly into the RAM Formula 1 team in 1983 and then another cameo at the end of 1985, but the grand prix world passed him by.

He made a big impact in sportscar racing, however, and drove some of the era's most memorable machines, including a Sauber C9, the Jaguar XJR-12 and Toyota's TS010 .

But, at the end of 1996, he walked away from the sport to set up a hugely successful business in the beauty world with his wife Fiona.

Rarely does Acheson walk down memory lane and remember his on-track achievements. He says he doesn't like to dwell on what has gone before, so the lockdown purchase of the Royale might seem a little out of character. He has no plans to return to the cockpit, but just wants to have a glimpse into his personal history parked in his garage.

"There are some cars that you have an emotional attachment to," he explains. "My kids don't remember me racing, and buying the car was one of those things: it doesn't makes sense, but I could do it and it is nice to have."

Acheson gave his time to Motorsport News to allow us to pose the readers' questions, and the results are intriguing.

Question: Your dad, Harry, raced in Formula Ford too, so how early did you get the motorsport bug?
John Charles
Via email

Kenny Acheson: "My first real love was actually motorbikes. Dad used to race bikes for fun in Ireland in the 1950s and his big brothers did too. He only did it for a year or two but, in the early 1960s, I grew up by getting taken along to road races. The Cookstown 100 is one of the races and I grew up there. I went to the North West 200. My first Ulster Grand Prix was in 1964 at Dundrod. I loved it. My parents knew quite a lot of the riders. The problem was that people got killed doing it, so I was never enthused to go down that route myself. My parents would never have wanted me to race motorbikes anyway because of the danger.

"My father, when he was 40, bought a Formula Ford car – a Lotus 51, and that was in 1969, not long after Formula Ford had started. He raced quite successfully in Ireland. That was proper club racing. [Future F1 star] John Watson was doing Formula Libre and the scene was good, that is what took me down the racing route.

"I had learned to drive on tractors and things like that but, in 1975, I drove the car

Photos: Motorsport Images, Gary Hawkins

Second shot with RAM in 1985 was an epiphany

Acheson flings his F3 March around Thruxton

A lack of power let down the 1983 RAM

and the trailer to Kirkistown and when we got there, Dad asked me if I would like to have a go. I think I got within a couple of seconds of the lap record on my first go. Dad obviously thought that I wasn't bad and so, for 1976, we shared the car and then, after that, he was there supporting me racing in Ireland. I won the Northern Ireland championship in 1977 in a Crossle 32F, and then Rory Byrne took me over to England."

MN: There is a rumour that your father only agreed to let you drive the Crossle if you quit smoking…

KA: "No, that's not true. I never smoked in my life, but my dad was an 80-a-day man up until he was in his mid-40s. He was serious about it. He did say he would back me if I didn't smoke or drink. It wasn't a big deal to me, and I was always a useless drinker anyway but I had never smoked at all. I had enough sense not to do that."

MN: So how did you make it to the mainland to race?

KA: "Trevor Templeton, who I had raced against in Ireland, came to the mainland and I went and did some events too. Trevor was a really nice guy and my dad said we should go over with him and do some rounds. I did OK, and I won a couple of heats and I think I finished about fifth at the Formula Ford Festival in 1977. My dad had used Minister-tuned engines in Ireland and when I came over for the first time, which was on Easter weekend, my dad was really pleased because David Minister had told him I was bloody good and that I should do more races.

"He said if I came over full-time, he would give me the engines. And then Rory Byrne [who was the Royale designer at the time] asked me over to do a test at Brands Hatch ahead of the Festival in an RP24 chassis. It was free everything: free engines, free car. All I had to do was supply a van and pay the entry fee. What wasn't to enjoy? I had just turned 20, I was loving it.

"I went along and I knew it would be good fun, but I didn't really have huge expectations or even ambition. I just wanted to race and, hopefully, win. Of course, you have your dreams, but I didn't come over thinking I was on a fast track to Formula 1. I guess I had aims, but I was never somebody who was ruthless or fully believed that you could do this for a living.

"As I went to Royale, Rory then went to Toleman and Pat Symonds joined us. We had quite a good little team there with a mechanic called Paul Thompson too, who went on to run me in Formula 3. Paul went on to work for Richard Lloyd and ended up with the Jordan F1 team."

Question: Just how tough was the 1978 Formula Ford 1600 season up against Michael Roe, Bernard Devaney and everyone else?

Heroes of FF1600

Via Twitter

Question: In those days, FF1600 was so competitive: heats and a final and so many good drivers. You couldn't afford to have an off day, could you?

David Addison

Via email

KA: "The races were 15 minutes long, you were doing it all the time. You just got on with it. I do look back and think it was a very competitive year. I won three championships and 29 races that year but a couple of the titles I won, I only claimed them by about two points or something: it wasn't like I dominated. It was good, but it was a long season and I think, counting the heats too, I had 58 starts in total. There were a few races that I guess were easy, but it wasn't many. Most of them, you were right in the heart of a battle.

"Back then you would go to a meeting and there were maybe 60 or 70 people turning up for the Formula Ford 1600 races. It had the right balance of being for the aspiring drivers like myself and also the more experienced people who had been around for a few years. But I just remember it being a very very long season."

MN: What happened to you in the Formula Ford Festival in 1978?

KA: "I raced what was going to be the following year's car, the Royale RP26, and Roberto Guerrero took me out in the semi-final – which I probably owe him a drink for because the car wasn't good! Pat Symonds had put a twin something-or-other on the rear suspension and the car just flexed. The week after the Festival, we went back to the previous year's suspension and, all of a sudden, the car was better."

Question: Would you say that the British Formula 3 title in 1980 was the title that got away?

James Hilton

Via email

KA: "Maybe that, or maybe I threw it away! I moved up to Formula 3 in 1979, it was a really good field that year. We were supposed to have the Ralt RT3 but that was delayed so I bought Derek Warwick's old car [a Ralt RT1]. But I had moved up to F3 and I just had Paul Thompson with me, so we didn't really know about the category. I didn't have a budget, so I made my own team. We struggled because the March was quicker and we were inexperienced, and then it looked like the Ralt wouldn't appear at all. So we went and bought a March 793 – well, my father bought one for me. First race out was Donington Park's European round and I qualified on the front row alongside Alain Prost but, unfortunately, on the warm-up lap, it was a little bit damp and I was warming the tyres up and I stuck it in the barriers.

"After that, I had a couple of bad races and it took us a month or so to find out that we had twisted something in the chassis. But from July onwards, we were really competitive. I enjoyed it then because it was a small little team and we were in charge of our own destiny. We had some good guys working with us and the racing was great. There were people like Andrea de Cesaris, Chico Serra, Mike Thackwell, Stefan Johansson – some good guys to race against.

"At the end of that year, Murray Taylor was going to form his team for 1980 so I did a deal where he took my guys and we went to Murray Taylor Racing. To be fair, I don't think it made a great difference because, in effect, it was the same people as the year before. We started the season really well. From July 1979 to July 1980, I won about eight F3 races [including non-championship events]. I won the British Grand Prix support race in July and then after that, I never won another F3 race. Admittedly, Johansson got into a Ralt, which helped. The Ralt was about three or four tenths per lap quicker than our March. I had quite a lot of seconds and thirds.

"I remember being at Mallory Park. I

continued on page 16

Advertising enquiries: 01732 446757

FEATURE

was running second to Stefan with about three or four laps to go and I didn't need to win. Finishing second to him was like winning when he got the Ralt. But my car broke down and everything tightened up in the points. I remember thinking that was crucial. In the final race I qualified well but started the race on a wet patch of track and Robert Guerrero went past into first place. He was leading, which meant I would have to finish third to win the title. I was behind Rob Wilson, but he was just slow and needed to overtake. I tried a couple of times to get by. Eventually, he didn't give me room and we touched. I suppose he didn't have to [give me room], but I'd like to think that if someone else is going for a title, you might respect that...

"So, I suppose you could say I threw it away – especially as it turned out that Roberto didn't win the race and if I had have finished fourth, that would have been enough…"

MN sets the scene: Acheson graduated to Formula 2 in 1981 with Docking Spitzely Racing but, at the seventh round of the season at Pau in France, he suffered a huge accident after contact with Michele Alboreto, which left Kenny with a serious leg injuries.

Question Had you not had that crash at Pau in 1981 what more could you have achieved in your career?
Graham Lister
Via email

KA: "I hadn't had a good season up until that point anyway. I had a couple of good rounds – at Thruxton I qualified well and I had a good race at the Nurburgring too, but I also had a couple of bloody shocking races too in Italy previous to Pau. I went to Vallelunga and I crashed. I did not have much money and I went to [team boss] Alan Docking. We were wondering if we could continue because of the budget. I sat down with Alan and we drew up a list that ran to several pages of things we needed to fix on the car, which they did. There was new bodywork, all new fixings, all sorts of different things. Alan said we should run the car stiffer at Pau because he thought it would respond better. He was right, the thing just worked. I went out, and all of a sudden, I was quickest – and not just by a little bit, by a lot. It felt so easy.

"Come qualifying, we were just running race tyres and half tanks but the car stopped. But I was quickest at that point. Nobody else went quicker apart from Michele Alboreto.

"I was confident, but it was a really warm day and the biggest worry I had was whether I would have the stamina to do the race. I talked to Michele on the grid and he hadn't had a great season either. He said 'listen, let's not be stupid at the first corner' and I agreed.

"It was all fine and then early on but a few laps in, he ran wide. I went down his inside. But even before we were out of the corner I was already on the pavement Going past the pits, they were having to lift the pitboards out of the way because I was on the edge of the track. I remember going up the hill thinking 'you have to move over, [Michele] you have to give me room'. I remember trying to accelerate with him so that he could move and I could then move back onto the track.

"The car's nose was damaged and I had time to think 'well, I am quick enough to stop, get a new nose section and come back out and win'. We went all the way up the hill side by side. The choice I had was either I brake, and he goes over me, or it would be the other way around. I thought he would move but he didn't and I ended up in hospital.

"Looking back, I know that could have been a great race to win but, overall, you think about it and you know it is not just one day that makes a career. I really don't think that if I had won that race, my career would have been much different. Ultimately, I still had opportunities, perhaps they weren't opportunities that were good enough but you would also have to say that I probably wasn't good enough to have any bigger chances."

Question: What was your 1982 Ralt F2-Honda car like to drive? How seriously did Honda take it?
Josh Bannan
Via email

KA: "Well that was a very unhappy season! Honda were really good though. That Honda V6 F2 engine was a fantastic engine and the sound of it when you changed down gear was the best I have ever known. Just the sweetest noise.

"Ralt had won the championship the year before [with Geoff Lees]. What Ron Tauranac did in his lifetime in terms of design is right up there and how he ran things was superb, I get all that. But I don't think I *ever* had a conversation with him.

"He obviously had a bit of pressure because the Spirit team had Honda engines too by that point. The year before, Bridgestone had been great tyres, but they had faded and there were all sorts of technical tweaks to the car to get the skirts to work. To be quite honest, what he was trying to do to the cars, it was way above my head.

"The car was very nervous. I had some results though – I got a lucky second at Thruxton when I made the tyres last – and I had a good race at Pau too to finish fifth and got the lap record after a pitstop. There were some problems with a misfire in the middle of the season and it just wasn't a great year.

"The car was probably not Ron's best. The tyres were nowhere near as good as the Michelins. There was never a chance of staying on another year because Ron just didn't rate me at all. That's fine, he had had a lot more people to judge against, but we just didn't hit it off.

"You asked if Pau changed my career, but F2 with Ralt in 1982 probably had a bigger effect because, on paper, I should have had a better shot than I did. It wasn't a competitive season, but I didn't make enough of an impact to be kept on and I didn't enjoy the year."

MN sets the scene: After the F2 chance with Ralt, Acheson started the 1983 season with the German team Maurer, but before the end of the season he was a Formula 1 driver with John Macdonald's RAM team.

Question: How did your chance to race for RAM in F1 come about?
Barry May
Via email

What did RAM need to be a points-scoring team?
Ye Olde Autosport
Via Twitter

KA: "RAM needed a driver [after Eliseo Salazar dropped out] and I was able to get a little bit more money together because it was Formula 1. If I stopped F2, it wasn't much more to put the budget together for F1. Although, I suppose, it wasn't the chance that you would have wished for, it was *a* chance. Of course, if the team had been in a better position, then I wouldn't have had that opportunity. It was easy to look at it and say 'well, they didn't have the car and they didn't have the budget' and so forth, but if they had have had any of those things, then they wouldn't have chosen me as a driver. I had to be realistic about it.

"After F3, anybody I ever drove for, I don't think I was ever first choice. Nobody came to me because they thought I was the answer. On the way up sure you need talent, but you need someone who is going to be sponsoring you and I didn't have that. There would be drivers who had an association with Marlboro, for example, but with me, there was never anything like that.

"So I know I was fortunate to be given that chance. It ended up not being great. When people ask me what my memories are of Formula 1 – well, first of all, I don't class myself as an ex-Formula 1 driver! OK, so I could be classed as that, but it was totally unsuccessful and it is probably embarrassing, to be truthful. If you look at the results, I am probably right up there as one of the worst drivers ever in Formula 1 and that is what I say to people. In everything else I did, I ended up having some measure of success, but not grand prix racing. Joining RAM was a chance, and it was probably the only chance I was ever going to get."

MN: What was it that the team was lacking? Was it lots and lots?

KA: "If you look at my record, up until Monza [his fifth F1 entry after four non-qualifications], I was like a second to two seconds off the back of the grid. I wasn't an Alain Prost or a Nelson Piquet of that time, but nor do I think I was two seconds off the pace of everyone else. But then, at. Monza, [McLaren boss] Ron Dennis lent Johnny Mac one of their Cosworth DFVs because they were getting ready to link up with TAG. All of a sudden, I was driving on the straight and I was keeping up with people. It made me question what we had been doing up to that point! It was hugely different. I didn't qualify at Monza, but I missed out by just over a tenth of a second.

"So that is one thing that would certainly have helped RAM to climb up the grid a bit: the engines they had in the car up to that point were just not good enough. I think they had a lower spec. At Monza, I remember passing one of the Arrows, and I had never passed a F1 car on a straight line before…it was ridiculous.

"I can't, though, remember thinking that it was a scary car to drive. It wasn't a great car, but it wasn't that bad. They were a great team with some good people though, and we did go testing sometimes.

"We were the only naturally aspirated team on Pirelli tyres too – so you wonder what its incentive was to help us do better. I am 100% convinced that the engines were the big problem until we changed it, and this was in the days before data, so no-one could really see beyond the start-finish line."

MN sets the scene: After some outings in single-seaters in Japan in the early 1980s, Acheson was at the forefront of a wave of European drivers who headed to the Far East to make a living, with campaigns in F3000, sportscars and touring cars. The Northern Irishman ventured over in 1985.

Question: What are your best and worst memories of racing in Japan?
Russell Scobbie
Via email

KA: "Stefan Johansson had been there the year before, but he came back to race with Toleman in Formula 1, and Stefan and Eddie Jordan arranged for me to get Stefan's drive in Japan. I had some great races out there, and I ended up doing the Japanese sportscar championship and touring car series too. I enjoyed doing Japan, it was great fun and I think if you spoke to most of the drivers who went out there they would all say the same. It was as enjoyable a time as we'd ever had in racing. We were all living in a hotel in Tokyo, we ate together, we went out partying together, it was great fun. I was out there with Tiff Needell, Eje Elgh, Beppe Gabbiani, the Emanuele Pirro came out, Paolo Barilla, people like that."

MN sets the scene: Once the Formula 1 chances had gone quiet, Acheson cut out a lengthy career as a sportscar driver and was in the fortunate position of driving some of the sport's truly iconic cars, including Toyota, Nissan, Jaguar and Sauber Mercedes.

Question: Who was the best team-mate you had at Le Mans and why?
Jack Crowther
Via email

KA: "The first Le Mans I entered in was in 1985 in a Porsche 962C with Dudley Wood and Jean-Louis Schlesser and, thankfully, I didn't actually get to race because the car was dreadful. I went back in 1988 with Sauber Mercedes but

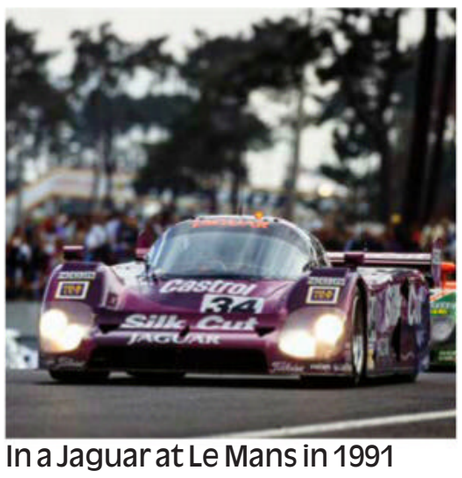
Winning at Brands: With Baldi (l) in 1989

Acheson: F3 hopeful back in 1979

The 1981 season, his first in F2, was cut short by an accident at Pau

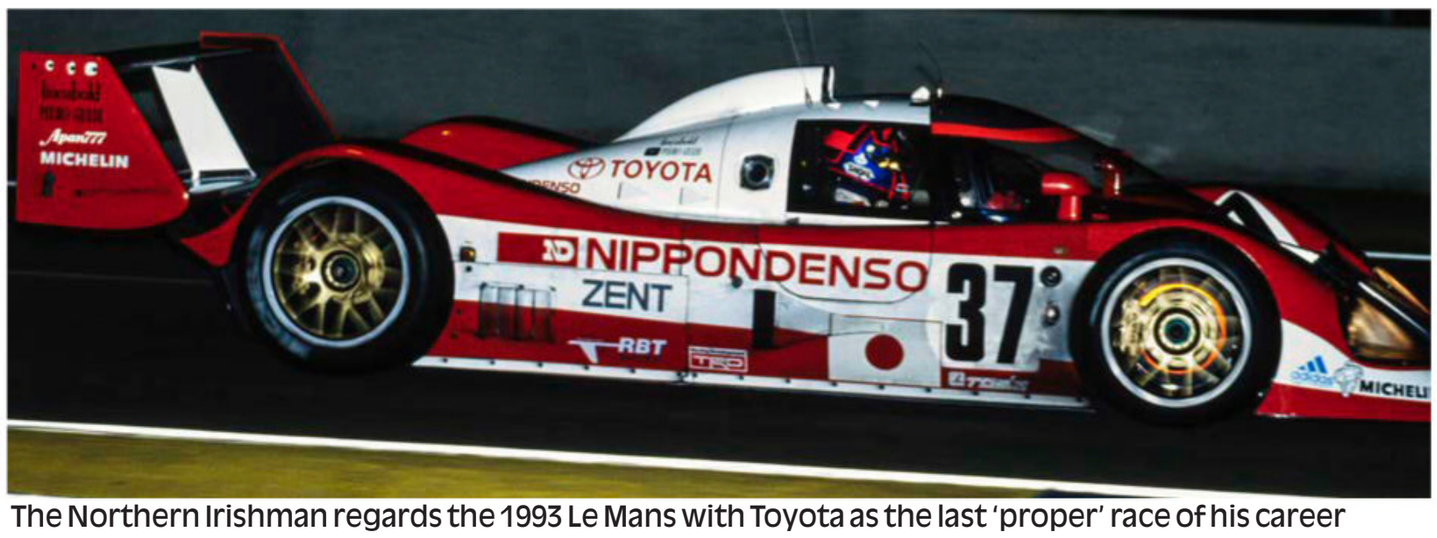
A chance with Ron Tauranac's Ralt team was a false dawn in Formula 2

"I don't think I was ever the first choice..."
Kenny Acheson



In a Jaguar at Le Mans in 1991

Acheson drove the R90CK with Martin Donnelly and Olivier Grouillard



The Northern Irishman regards the 1993 Le Mans with Toyota as the last 'proper' race of his career

Acheson shared Sauber C9 with Mauro Baldi in the 1990 World Sportscar Championship

I didn't get to race again as the cars were withdrawn because the tyres kept exploding. So the first time I actually got to do the race was in 1989, again with the Sauber Mercedes team in the C9.

"I had some great team-mates at Le Mans, and that is why I got such good results. Mauro Baldi was great and I spent the whole year with him at Sauber Mercedes in 1989 [Acheson finished fourth in the points]. I got on really well with him. I do think I was a very good team-mate to have as a number two because I didn't really demand that I had to be in the car too much or I wanted it to do this or that in terms of handling. But I would like to think that when I got in a car, I was immediately on the pace.

"The year after I shared with Mauro at Le Mans, I was at Nissan and had the all-star F1 crew of Martin Donnelly and Olivier Grouillard. We all got on well. Two F1 drivers with me? It was all a bit strange, but it detonated its gearbox and we didn't even really get to start the race.

"In 1991 at Jagurar, I had Teo Fabi and also Bob Wollek. I know what people think about Bob – that he could be difficult – but to me, he was just a really good man. I did a race with him in the USA a year before. I flew over on the plane and he was in the seat in front of me, but he didn't talk to me. He was quite an intimidating person. We both went to baggage reclaim, and it was at that point he came over to me and said 'I guess you are coming with me, then?' We drove from Miami to West Palm Beach, and we had one of the best conversations ever. We were talking about his time in Formula 2, about Lancia, we hit it off really really well. What a good man. I couldn't speak highly enough of him, and it was great to get the chance to drive with him and with Teo too."

MN: You drove all of the top cars in that era…

KA: "I know: I drove a Porsche, raced Nissans, Toyotas, Sauber, Jaguar…I did Toyotas in IMSA too: I have been around! But I think it is noticeable that I didn't stick around in any of them, so maybe I wasn't good enough. I kept losing the drives, but then would fall into something else. I was probably seen to be a good number two driver, I think. If someone needed a triple stint overnight, I would put my hand up and do it. I would do whatever they wanted and I don't think I was ever off the pace."

MN: Do you think you could have stuck with one of those teams for longer had you shouted a but louder?

KA: "Maybe, but that is not my character. I was competitive and occasionally I would shout. There are times when there was certainly an Irish temper to me. I remember when I went back to RAM in Formula 1 in 1985 when it needed a driver after poor Manfred [Winkelhock] was killed. I ended up going to finish off the season, and John MacDonald said the reason I was asked was that in 1983 he didn't really rate me, but having had the following year with Philippe Alliot and Jonathan Palmer, he said he had changed his mind and he did rate me then!

"I did Austria, which was not great, but I remember sitting there thinking there was not much point in me doing F1 because I wasn't being paid and nobody knew if I was any good. I did a couple more races. I qualified ahead of Alliot and [1980 World champion] Alan Jones at Monza and then the car broke down. I phoned Jonny Mac and told him that I didn't want to carry on just because this was an F1 drive – and I had been earning money in Japan. He got that.

"My attitude changed over the months after that. It went from trying for the glory, which was being successful in Formula 1, to being professional and if someone was going to pay me money to drive, I would go and do it and do the best job I could. Psychologically you accept that you are not going to be an F1 driver and maybe that little bit of acceptance kicked in at that point."

Question: What was it like being part of the Sauber Mercedes team? They were awesome cars…
Jon Wood
Via Facebook

KA: "I loved my time at Sauber. It was a privilege for me. You can talk about all the bad luck I had at other things which is questionable but I was lucky to end up there. Mike Thackwell [former F2 rival and Sauber driver] recommended me for the drive. I was racing in Japan, and Max Welti [Sauber team manager] contacted me about Le Mans in 1988. But, after I had been there in 1985 and had such a bad time, I had sworn I would never go back there because it was the first time I had ever been scared in a racing car – and I had only done three laps.

"When Max contacted me, I remember asking Eddie Jordan how much to ask for. I asked for a bit more! I was at Suzuka racing one evening and Welti called me and said that it was all agreed and they wanted me. I said I would get back to them and I went next door to see Eje Elgh and told him what was going on. I told him I wasn't going to do it, and he said 'Jesus, Kenny, if you aren't going to accept a chance from Mercedes, don't bother getting in a racing car again'. He was right, of course.

"I was coming back from Japan and the flights were all over the place, so I didn't turn up at Le Mans until Wednesday lunchtime – and, of course, practice starts on Wednesday afternoon. I had never met the team. I walked into the awning and asked if Max Welti was around, because I had never even met him at that point. The mechanics said 'well, who are you?' So I had to tell them I was their driver.

"Max came over and he asked me what my best result was at Le Mans and I had to tell him that I had never done it. You know when you can see the colour draining from someone's face? It was like that!

"But actually, I got to start in practice because co-driver Klaus Niedzwiedz was even later getting there than me. I drove around and the car was fantastic. I came back in, and you can tell when you have done something good because all the mechanics were smiling. I said the car was OK, and I was third fastest. The Merc was great but it had too much downforce which was putting too much stress on the tyres, so we withdrew.

"But I got a chance at the end of the season when I was left without a drive in Japan and the final round of the World Sportscar Championship was at Fuji. Jean-Louis Schelsser was battling Jaguar's Martin Brundle for the title, and Merc wanted five drivers so that Schelsser could get in the car for the third stint [and pick the best-placed one, essentially].

"Fuji is not a difficult track and I had done so many miles around there. I got in, did a couple of laps and I was as quick as anybody. So after that and what I had done at Le Mans, Merc obviously thought they had stumbled across some kind of genius – but I absolutely wasn't! That's how I ended up falling on my feet. But, at Le Mans I had gone out early when there weren't many lap times set and at Fuji, I just knew the track like the back of my hand and I knew how to drive sportscars around there."

MN: You do seem to be downplaying your achievements…

KA: "Well, I had a certain amount of success, but I guess that is just my mentality. I am more of a glass half-empty sort of guy, but I am not miserable about it. I am happy with what my career has been. People do say I play it down, but how can you be serious about something where I wasn't top level? Not even second level. Maybe third."

Question: What caused you to stop motor racing? You had a big crash in a Lister at Daytona in 1996. Was that it?
Emma Facey
Via email

KA: "The reason I stopped is that I ran out of people who would pay me to drive! I drove for Lister's Laurence Pearce and I had that big crash. I lost the vision in the centre of one of my eyes, but I did go and test after that and I was OK. But my wife Fiona and I had just started a business. I went home after that test and I spoke to her and we were talking about it, but I realised that I just didn't need motorsport anymore. I was content with what I was doing and so I rang Laurence and told him. It wasn't because of the crash.

"When I raced for Toyota in 1993 at Le Mans – a race we should have won but we broke down – and I regard that as my last proper race. In 1995 and 1996, I think I was just trying to get it out of my system. My life had moved on, and maybe that is why I can put things into perspective because the person I ended up being is something that would not have happened had I been successful in motorsport.

"I have been successful with my wife in business [running a beauty products firm, which the pair sold just over two years ago]. And honestly, although you do not get the highs and lows that you get in motorsport, I would say I am more proud of what we have done in business

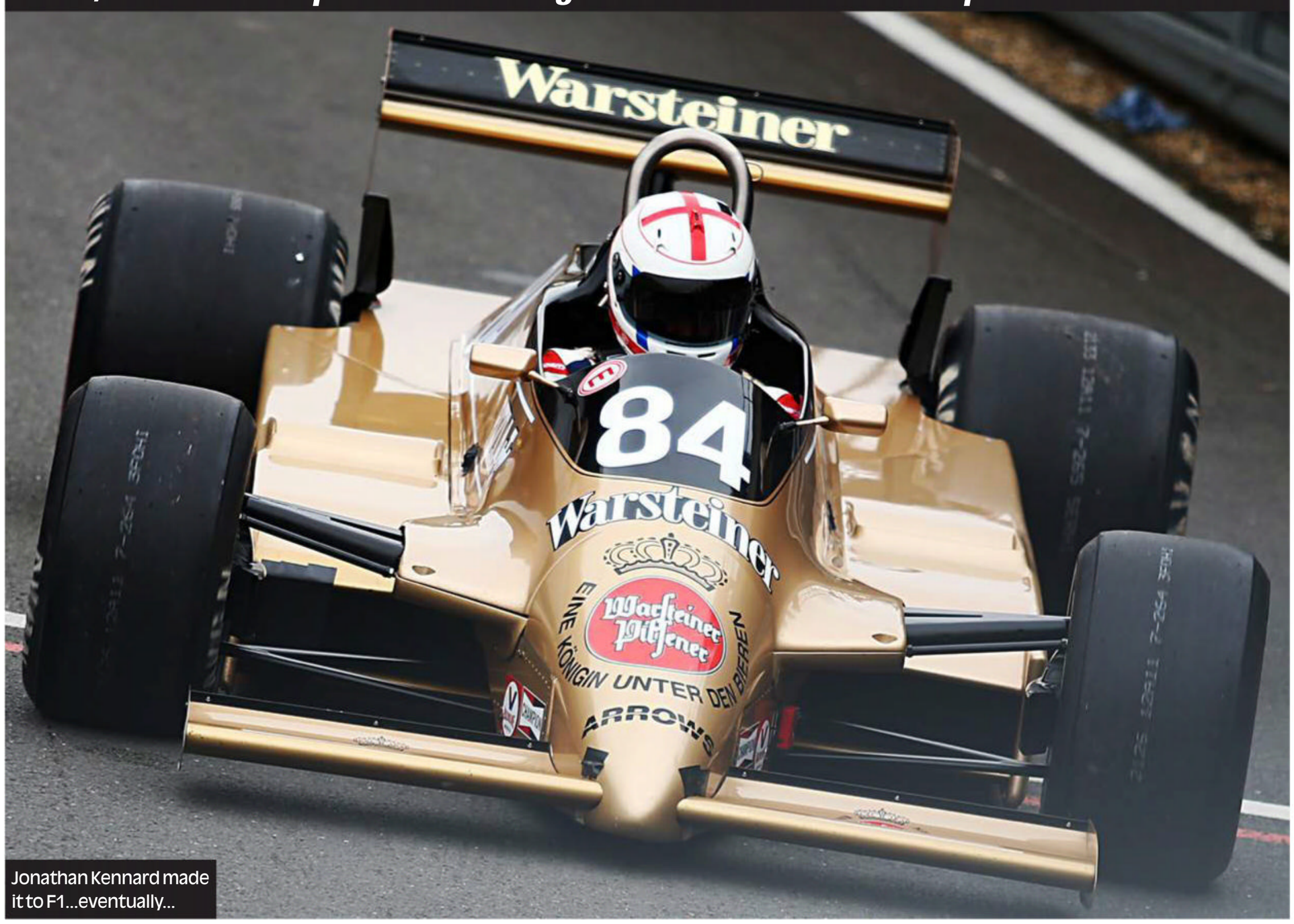
Advertising enquiries: 01732 446757

FEATURE

Battler: Jonathan Kennard

JONATHAN KENNARD: FORGING A NEW PATH TO KEEP THE PASSION ALIVE

Young Briton has gone from T Cars to the fringe of Formula 1 and on to Le Mans. Now, historics are part of his racing focus. Paul Lawrence explains



Jonathan Kennard made it to F1...eventually...

West London-based Jonathan Kennard, 35, has had quite a racing journey so far and is now moving into a new phase that has Masters Endurance Legends as a key prong. These are the GT cars and sports-prototypes that raced internationally as recently as five seasons ago, adding a very different dimension to the type of cars covered by the generic 'historic' heading. It is a place where Kennard is very at home.

However, the Jonathan Kennard racing story goes back two decades. "I did a little bit of karting but mainly started with T Cars and went from there to Formula Palmer Audi. I grew up with cars as my dad John loved them. My dad was one of the first employees at Crosthwaite and Gardiner down in Sussex."

Crosthwaite and Gardiner is a renowned engineering business with some remarkable race car projects in its back catalogue. "I did work experience there when I was young as well," said Kennard. "My dad never raced but we used to go to Silverstone and Brands quite a lot."

In 2003 he tackled the Palmer Audi Autumn Trophy and won it before graduating to the main series the following year and won that as well. Formula 3 then beckoned, first with Alan Docking and then with Raikkonen Robertson and he finished sixth in the 2007 British championship.

"There wasn't a great deal of family money to just throw at things but I picked up a sponsor, which helped me in Formula 3 a lot. Without that, I wouldn't have got anywhere near Formula 3," he admits.

In terms of scaling the single-seater ladder, Kennard accepts that the arrival of GP2 was a killer blow to his career hopes as budgets rocketed.

"The issue was that GP2 came along," he explains. "If they'd kept it as Formula 3000, it might have been achievable to carry on doing that, because the budgets were £500,000 or £600,000. To do GP2 was adding a million pounds onto that. That was overnight from one year to the next. And, you know, I had always had in my mind that Formula 3000 would be a good route to go."

Instead of racing in the F1 support series, Kennard hooked up a role as a test driver for Williams Grand Prix Engineering for 2008. "I was very lucky to do that and it was quite an honour to drive for Frank Williams," he says. "It was mainly straight line testing at Kemble. They had their flywheel KERS system, which was quite a novel idea at that time. And that was really what they were working on. It was a lot of aero testing as well and stuff like that. So it was a big deal."

It then became apparent that the Williams role would be a catalyst for the next phase of his racing career as he looked toward sports-prototypes and Le Mans. Although barely 25 years old, Kennard was realistic enough to accept that a Formula 1 drive was unlikely.

"I was competing against people like Pastor Maldonado who was funding the team. So, you know, that was never going to be a future for me," says the driver.

"Driving work for Williams gave me a boost"

Jonathan Kennard

In 2009, he raced in the Super League Formula and in International Formula Master, but his single-seater career was coming to a close even though he then spent three years as a test driver in FIA Formula 2.

He says: "I'm proud of what I achieved in those years of my career, and I raced against most of the F1 grid.

"I loved every minute of the Williams work, and actually, that helped me get the Le Mans drive because of being a Williams driver; they know you're not an idiot and that you know what you're talking about. So it definitely helped me a lot and that was really the transition into sports prototypes."

The switch to sports-prototype nearly happened five years earlier as Kennard came close to racing for Team Jota in 2005.

"Instead, I chose to go to the Formula 3 route because I wanted to be in Formula 1," he remembers. "So I had sort of been teetering on doing sportscars for a long time before that and I've always loved it. I think Le Mans is just the best event in the world. So I'd always wanted to do it and then the opportunity to do it with a smaller LMP2 team came along. And I absolutely loved it."

That was in 2010 when he raced for Kruse Schiller Motorsport in both the European Le Mans Series and the 24-hour in the team's Lola B-07/40. In the 24-hour race, he was teamed with Hideki Noda and Jean de Pourtales as they finished 26th and tenth in LMP2.

"I haven't done enough of that," he admits of his clear desire to return to Le Mans. In 2011 he did six races with Lamborghini in the GT1 World Championship. "And then that ended, because it was exceedingly expensive and it was never going to work long term. But it was fantastic while it lasted. The Murcielago I was driving was the best car I've ever, ever raced. And then I found my way into historics!"

The opportunity to race older cars came about purely by chance and at a time when he'd not raced regularly for a couple of seasons.

"One of my engineers was working for a team that had an Arrows A3. And they said the normal driver couldn't make it. 'Would I like to do it?' I'd never really thought that I would end up in historics though I've always loved it to bits. But I grasped the chance and I absolutely loved it. It was a bit like driving a big Palmer Audi," he jokes.

The landmark event was the 2017 Silverstone Classic in the Arrows A3 run by Swiss-based Scuderia Classiche and he promptly put the 1980 F1 car on pole by half a second from Michael Lyons and Nick Padmore. After two fine races with the two leading Historic F1 exponents, Kennard took a second and a third place.

"I loved that experience," he said without hesitation. "I think they're the best cars ever. It's an honour because of the drivers that have driven them in the past that you've always looked up to."

Over the next couple of seasons, Kennard tackled several more historic races and joined Martin O'Connell's team for the Spa Classic Six Hours. Some drives were linked to coaching work he was doing with drivers and car owners.

But still he kept himself current in modern sports-prototypes with drives in Radical European Masters and last year he got his second chance at Le Mans with a slot in the Oreca 07 run by the IDEC Sport team alongside Patrick Pilet and Kyle Tilley. They finished 15th overall and 11th in LMP2.

However, a return to La Sarthe this August seems unlikely. Kennard says: "The team I did Le Mans with last year has got an entry. I don't think I'm going to be

Photos: Motorsport Images, Jakob Ebrey

Kennard was part of the 2020 IDEC Sport team at Le Mans

"I think Historic F1 cars are the best cars ever"

Jonathan Kennard

Alan Docking Racing helped Kennard to third in National F3 in 2005

How going straight as an Arrow gave Kennard a thrill

Racing at the Silverstone Classic in 2017 was quite a pivotal event in Jonathan Kennard's career.

On what was only his second weekend of racing in five years, he drove the ex-Riccardo Patrese Arrows A3 and took pole position and two podium finishes in the car owned by fellow racer Jamie Constable.

At the time Kennard said: "I've always enjoyed the history of our sport and driving these cars is an absolute dream. It is so much fun to race these cars and you feel like you are driving it without any gizmos. It was a real buzz to drive one of these around the Silverstone Grand Prix circuit.

"For an old car, it was phenomenal and the Arrows gave you so much confidence. I think the corner speeds are not that far off an LMP2 car.

"That was my first taste of historic racing and I absolutely loved it. Before that weekend, I'd only done six laps in the Arrows at Donington Park."

Two podium finishes opened Kennard's eyes to historic racing

Kennard has also drive Jamie Constable's 1972 Brabham BT37-DFV

Kennard found employment as the Formula 2 development driver

cv

Jonathan Kennard

Born: June 26, 1985
From: Tunbridge Wells, Kent
2020: Le Mans 24-hours with IDEC Sport
2019: Masters Endurance Legends
2018: Spa Classic 6-hours with O C Racing and Radical European Masters
2017: Masters Historic F1 and Radical European Masters
2012: FIA Formula 2 test driver
2011: FIA GT1 World Championship and FIA Formula 2 test driver
2010: ELMS and Le Mans 24-hours with Kruse Schiller Motorsport
2009: Superleague Formula and International Formula Master
2008: F1 test driver for Williams
2007: British F3 Championship, sixth
2005: British F3 National Class, third
2004: Formula Palmer Audi, champion
2003: Formula Palmer Audi Autumn Trophy, champion
2002: Sixth in T Cars

with them, unfortunately, but you never know. If it does happen, it's probably going to be a last minute thing, as opposed to last year when it was an early decision."

Kennard's passion for and experience of racing sports-prototypes has now opened up another business avenue as he has established a brokerage for the sale and purchase of historic race cars. His particular focus is the more recent prototypes now being raced in Masters Endurance Legends.

"I've just sold my old car from 2010. I absolutely loved that car to bits and it was nice to see it go to the next owner. It's going to be built it up and running again, which will be lovely to see because it has not run since I jumped out of it at Silverstone in 2010," he says.

"My life is now split into two parts. First, it's the racing and the coaching stuff. And the second part is sourcing really nice racing cars for people that want to get involved or selling them on their behalf. And I'm loving getting involved in that. We're talking Historic Formula 1 cars for Masters, but also I'm specialising a little bit more in the Masters Endurance Legends cars.

"I feel like I know a lot about them. I've raced them in period. So I feel like I'm well placed to talk about them. And I know the cars that were quick, or the cars that weren't quick, and if there was a reason why they weren't quick that no longer exists. Are they the ones to go for now? I've driven them and I feel that's fairly unique. I can sell a car and then set it up for drivers and coach them. I can do everything for them and I don't think there's many people that can do that.

"I probably do a little bit less coaching now than I used to, but I do still enjoy it and I I'm working with a driver that's got a McLaren M29 this year. And to see his progress already is a really fun thing to see. So I enjoy that as well.

"Last year was very bizarre because it was nothing and then Le Mans and then nothing again. And then I was very lucky that Ross Brawn asked me to drive the Brawn F1 car at the Goodwood SpeedFest. I think I'm one of the very few people to have driven that car. So I was pushing it a little bit, but also, it's the only one in the world, so that was pretty cool. I never expected it and it was a huge honour."

As well as more racing, both modern and recent historic, there is another key event on the 2021 schedule. "I'm trying to get married at the moment," he explains. "We've been together for a couple of years and I think we've reorganised our wedding about five times now!"

Meanwhile, his racing career has a long way to go, both modern and historic. He concludes: "I love modern motorsport and I always jump at the chance if there's a chance that is worth doing. But I equally love historics." ■

The Briton sampled International Formula Master at Pau in 2009

Advertising enquiries: 01732 446757

FEATURE

GLITTERING TALENT FROM THE EMERALD ISLE

There is no shortage right now of promising racing driver talent from Ireland, and Graham Keilloh looks at three of the best examples

There is something you might have noticed when looking around junior and national race categories at the moment. There are plenty of up-and-coming drivers from Ireland, with plenty of talent among their number.

Motorsport News has selected three of the best of them to explore in more detail, and even that was a challenge as we can also give honourable mentions to – by no means exhaustively – Britcar racers Nicole Drought and Sean Doyle, TCR pilot Max Hart, Aston Martin factory driver Charlie Eastwood as well as Formula Ford blue riband event winners Jordan Dempsey and Jonathan Browne.

And here are the tales of MN's selected trio and what they plan next.

Coby wants to start trying single-seater machines

ALYX COBY

TEENAGE KART STAR TARGETING W SERIES

"Everyone always knew at some stage I was going to end up being a driver," Alyx Coby tells Motorsport News. Little wonder. Her father and uncle both competed in karting plus ran a karting team, both with success. And Coby's racing introduction could hardly have been sooner, as her mother used to walk around tracks while pregnant with her!

Sure enough Coby got to sample a kart early, when aged just six. "I just fell in love with it," she recalls. "I knew straight away it's for me."

In Junior X30 karting Coby racked up wins and lap records. But there was a problem. "I always thought 'what am I going to do after this?,'" the 16-year-old notes. "I was like I would love to go and do all this European racing and bump up into single-seaters or cars, but it was a long stretch considering money and time."

Things changed rapidly though when she caught the eye of John Campion, an Irish-American businessman who via Team Ireland then CJJ Motorsports supported many promising recent Irish drivers before his death last year.

"[Campion's wife] Suzanne and John gave me a lot of confidence by picking me out of every driver in Ireland; they'd seen something in me," Coby explains.

"John gave me the opportunity to go to France and race in the Ladies Cup, and we were going to have a lot of plans before John sadly passed away. But I haven't stopped working hard because I do believe at some stage these opportunities are going to come again. That little bit of confidence that John and Suzanne gave to me hasn't gone away.

"[In the Ladies Cup] it was great to be in the environment and we had a great week. We were top runners all week, really fast in qualifying and we placed very well."

Coby then though faced another setback with Covid delaying her planned Senior X30 karting campaign last season. "I think Covid had just been the longest I've ever spent away from a track," she muses. Still, though, it had an unlikely knock-on benefit of letting her take on top Motorsport Ireland competitors last year, and she claimed fourth place at Galway in teeming rain and without the right gearing for the conditions.

Now for 2021 Coby's plans are clear: British and European karting, plus that in Ireland, and hopefully opportunities to try racing cars, particularly single-seaters where Coby's ambitions sharply focus.

"In the future I'm hoping to get a go in W Series," she adds, "it's the only aim I have at the minute but I feel that when I get there it's not going to be the end goal. It's going to open so many doors.

"It is a big thing to be able to say you're not only being recognised for being a female driver, you're being recognised for the skills and being fast and having the same aggression as male drivers. It's a big thing to be able to say that you're equal."

> ***"W Series will open so many doors"***
>
> ***Alyx Coby***

The late John Campion was a big supporter of Irish driving talent

Photos: Marta Rovatti Studihrad / Spacesuit Media

CIAN CAREY

MULTIPLE SINGLE-SEATER CHAMPION SEEKING SPORTSCAR FUTURE

Disrupted plans are a common theme of the last 12 months. And Cian Carey can attest. Having claimed the 2018 and '19 F3 Cup titles, he intended in 2020 to advance to European single-seater competition in Drexler Formula Cup, and purchased a car for it. But then a combination of Covid and Brexit hit.

"We ended up bringing the car home [to Ireland] to just be safe," Carey tells Motorsport News. "Our only option was to keep sharp, [and] just to race in the BOSS Ireland series. I hadn't planned on taking it too seriously, I was just going to do the odd [round], but we won the first couple of races and then I was like 'we're in this far, might as well keep going'." And he took the title.

Yet the 26-year-old is used to taking an unorthodox route. Although always a motorsport fan and a willing driver of various machinery, he was a late starter in competition, at age 15 after a friend took him to Mondello Park. "It was just a bug straight away from me," Carey recalls.

He did two years in saloons then was convinced by a neighbour, who also raced, to try single-seaters.

"We bought a Formula Renault," Carey says, "and jumped in the deep end into BOSS Ireland. And I ended up being on pole for my first ever race! Then my family looked at it going 'you have to start taking this seriously!'"

In 2016 he took the BOSS title and the Motorsport Ireland Young Racing Driver of The Year award. Then it was F3 Cup where he got title honours in his second and third seasons.

Now Carey's sights have shifted to GT or LMP3 racing, and since Christmas he has been managed by Ferrari GT ace Matt Griffin, which has opened doors.

Carey's had two early 2021 tests with Speedworks Motorsport in its GT4 Toyota Supra, and he gave a strong account of himself. "At Oulton Park the test went brilliantly, I ended the first run a little bit quicker than James [Kell, 2020 driver] in the wet and then I ended the day in the dry not far off," Carey says.

"Christian [Dick, Speedworks boss] invited me to Snetterton two weeks later, and that went really well again. I think the car is capable of winning British GT.

"I actually did find my driving style suited the GT4 very well. I wasn't pushing to my full limits, but even at that I was quite close to the pace of a pole time. When I really need to get the last bit out of this car I feel like it's comfortable to.

"Matt's seriously experienced, so knows a lot of people and teams. What I want to do is make it a good career out of being a professional driver, hopefully 2022, 2023 we can be looking back saying it was all worthwhile."

And Carey last week confirmed he's signed his first professional contract, to race in the European Le Mans Cup with TS Corse.

"The GT4 suits my driving style well"

Cian Carey

Cary has taken two F3 Cup championships, in 2018 and 2019

Cary is interested in GT and LMP3 racing after taking latest BOSS title

Hockey star Daly is helping

How Coby is inspiring the next generation

As the niece of Derek Daly, plus a World Cup silver-medal-winning hockey star and a racing engineer, Nicci Daly was immaculately qualified to found Formula Female. Via its Go Girls initiative it aims to introduce over 1000 Irish girls to motorsport via karting and STEM education.

And Alyx Coby is integral. "For these girls to feel like it's something that they can do representation is really important, so we have role models like Alyx," Daly tells MN. "Alyx is a big part of showing young girls that this is a possibility for them. She would talk to the girls about her own career, how she got involved in the sport, and how inclusive it is for girls."

And Coby gets something in return. "Having *successful* female role models is important so we are very much supporting Alyx," Daly explains. "I've been helping her with her strength, conditioning, mental preparation, basically everything that comes along with wanting to get the best out of yourself.

"I've been really impressed with her. I was in France with her for the Ladies Cup and she was phenomenal. In Ireland they don't do qualifying like they do in Europe so for her to qualify third was incredible.

"The best way to inspire the next generation is to do something quite amazing and in Alyx we have the potential to do something quite amazing and get her to the W Series. Off my own experience of what the Irish women's hockey team did in the World Cup, we had thousands and thousands of young girls signing up to hockey clubs as a result. It's possible to do it again for motorsport. She's a great girl, she's so motivated, she's confident and she's doing everything she can."

JAMES ROE JR

ALL-IRISH ATTACK SPEARHEAD WITH INDY 500 AMBITION

Roe's ambition is to be the first Irishman to win the Indy 500

James Roe Jr isn't shy on career ambitions. He'd like no less than to be the first Irishman to win the Indianapolis 500.

His 2020 campaign in stateside junior single-seater category Formula Regional Americas was self-admittedly "difficult" though, and not big on hard results. There were however mitigating circumstances.

"It was a very very competitive championship," Roe explains to Motorsport News, "the reason being Indy Lights was cancelled last year due to the Covid pandemic, so all the Indy Lights drivers came down to Formula 3, overnight the championship grew in level by multiples of 10.

"We were certainly at the right end of the grid throughout the year and that got a lot of people's attention. So overall it was a positive year."

Even so, Roe hit a crossroads at the season's end. "Truth be told I didn't really know what the next step or move was," he admits. "A number of factors came into play, obviously John Campion from CJJ Motorsports sadly passed away." Campion was not only a strong supporter of Roe's, with a progression route mapped for him, they were close personally too.

But then in December Roe got an Indy Pro 2000 Sebring test with the Turn 3 Motorsport team owned by fellow Irishman Peter Dempsey. "I enjoyed the car so much, it suited my driving style down to the ground," Roe enthuses. "You can always attack and you really have to push the car and overload the tyres to be fast and that's something that didn't work in the Formula Regional F3 car. I smiled from ear to ear for two days driving that car, we were very fast." A deal was soon done.

"Peter's launched his team professionally last year and had success, so he's very hungry and very much on the up. His cars are good, the team's good, we get along, so there's a number of positives."

"Us both being Irish meant we clicked"

James Roe Jr

Then there's the patriotic angle. "Between the combination of him being Irish, I'm Irish, we clicked together," Roe adds. "My engineer's Irish, the partners involved are Irish, the CEO of Topcon Positioning Group which is the title partner is Irish. It's something that excites us all."

Roe is following the US footsteps of his uncle, 1984 Can-Am champion Michael Roe, yet the nephew's progress was not privileged. He had to save up from working in the family motor repair shop to buy his first racing car aged 15, for Ireland's Ginetta Juniors. He finished on the podium on debut.

"I always wanted to come to America," Roe notes. "In Europe no matter if you're champion or not you're back to Ground Zero, whereas in America if you win a championship you get a scholarship to proceed to the next level. That's what enticed me here most of all.

"I believe we have a strong package and work harder than everyone else, I know we're going to get good results. I'm in Indy Pro 2000, we've got Indy Lights and then it's IndyCar, so it's not a million miles away."

Advertising enquiries: 01732 446757

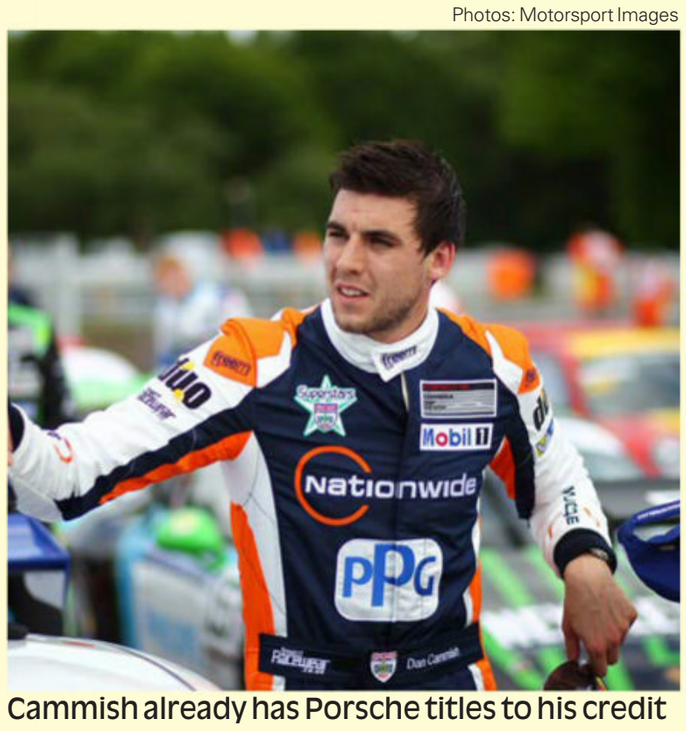
COLUMNIST

MATT JAMES

The MN editor tells us of one 2021 on-track battle he is already relishing

Photos: Motorsport Images

King was on maximum attack throughout '20



Cammish already has Porsche titles to his credit

Dan Cammish has been the man writing the headlines in recent weeks, and he has prompted even more by confirming that he will return to the Porsche Carrera Cup GB grid this term by rejoining the Redline Racing team, something he hinted at in his exclusive column in Motorsport News last month (March 11).

It wasn't seismic in terms of where Cammish was going to end up: why wouldn't he want to return to a category where he was building a strong career before the British Touring Car Championship opportunity came knocking? Cammish was a podium finisher at Monaco, don't forget, in a season with the Lechner team in the Porsche Supercup too in 2017. The Leeds racer's stock was certainly high in the German machines, and other GT opportunities were beginning to come his way too in the Blancpain series.

So, now his successful diversion in touring cars has come to an unfortunate end, he is keen to get back onto the sportscar escalator that was lifting him through the ranks before.

Cammish's record in the Porsche Carrera Cup is mouth-watering. He took two titles in 2015 and 2016 and only lost out in 2017 due to missing the races at Snetterton due to a date clash with the Supercup rounds at the Hungaroring in late July. Ultimately, he was third in the UK and fourth in the Supercup.

What is startling is the 31-year-old's strike rate in the Carrera Cup GB. He has a 69% win ratio of all the GB events he has contested since the start of 2015 through to the end of the 2017 campaign. He has a 89% conversion rate when it comes to podiums. Those are staggering figures in such a high-level competitive championship.

But he is not alone in turning heads in the rear-wheel-drive German sportscars. There is someone with an even better strike rate: a 75% win rate, although with 'only' a 81% podium record – yes, the word only is a leg-pull, as it is something any other driver would love. That driver is reigning champion Harry King, another who has committed to returning to the one-make BTCC support series for 2021. The 20-year-old will line up on the grid for a second season at that level with Team Parker Racing.

This has thrown up a lip-smacking prospect for the series in 2021. Cammish can rightly be regarded as the acknowledged master of the 485bhp rear-wheel-drive machines, while King was simply sublime last year in his maiden season in the category.

If there is any flaw with King, it is his relentless pace, even when he doesn't have to show it. This was evident at Thruxton last year. In the opening race, he charged to a 12-second buffer over the rest before a tyre deflated at the notoriously demanding Hampshire speedbowl. In race two he charged from the seventh on the grid to the front, but only one lap after hitting top spot on lap 10, but only four tours later, the Michelin burst again.

While it was stunning to watch his pace on the UK's fastest track, maybe his lack of experience was laid bare there.

Cammish will return to Redline Racing for 2021

Team Parker Racing will field the champion King

Those are the lessons he will learn going into the 2021 season, but they are the lessons that have already been absorbed into Cammish's armoury. In effect, the battle between the two will be The Gaffer versus The Apprentice, and there are likely to be some highly intense on-track scraps.

There are personalities to take into account too. Cammish is confident in his ability, shows natural speed and almost believes that he should be at the front. King, on the other hand, is still very much on his career journey and is yet to be as established as his Redline rival. King will still feel like he has something to prove, while Cammish will be out to show what he has already proven is valid. One of the joys of motorsport is a no-holds-barred combat between two exceptional talents. It tells you as much about the characters of the main players involved as it does about their level of ability.

And, with these two in the Porsche Carrera Cup GB, onlookers are set for a firecracker of a season. It will be something to behold, and whichever of these two prevails will have really proved a point. It will be a battle not to be missed.

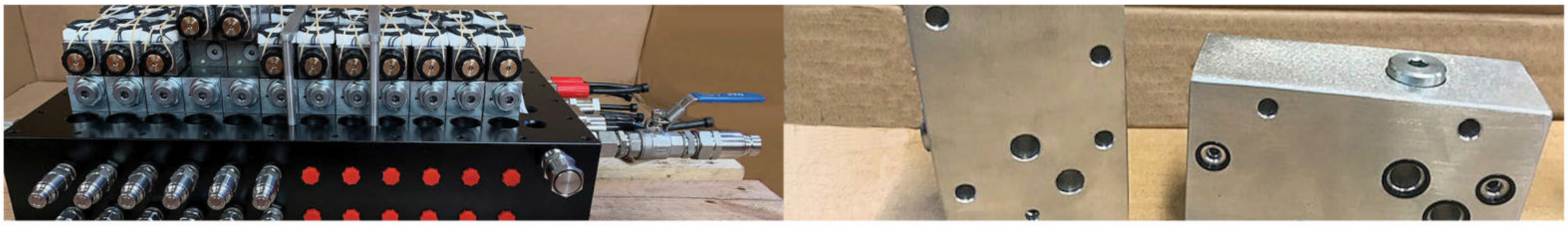
"The Porsche Carrera Cup GB in 2021 will be The Gaffer v The Apprentice"

Specialists in Hydraulic Manifolds

DREELSIDE ENGINEERING

DREELSIDE ENGINEERING LIMITED ARE A SPECIALIST ENGINEERING COMPANY BASED IN ANSTRUTHER, FIFE. OUR COMPANY PROVIDES A WIDE RANGE OF BESPOKE HYDRAULIC MANIFOLDS TO CUSTOMER SPECIFICATION ALONG WITH STANDARD CETOPS, UK WIDE.

WE HAVE A VAST AMOUNT OF EXPERIENCE OVER THE YEARS OF BEING IN BUSINESS AND CAN MANUFACTURE HYDRAULIC MANIFOLDS IN EITHER STEEL, STAINLESS STEEL OR ALUMINIUM, DEPENDING ON THE CUSTOMERS REQUIREMENT AND WORKING ENVIRONMENT.



ISO 45001 ISO 9001 ISO 14001

SPONSORSHIP

DREELSIDE ENGINEERING IS DELIGHTED TO BE SPONSORING THREE-TIME BRITISH MOTOR RACING CHAMPION **DAN CAMMISH** IN THE FORTHCOMING SEASON, WHEN THE 31-YEAR-OLD WILL BE GUNNING FOR A RECORD-BREAKING THIRD TITLE IN THE **PORSCHE CARRERA CUP GB.**

CAMMISH, THE MAN WHO MADE HIS MARK BY WINNING ALL 24 RACES HE ENTERED ON HIS WAY TO THE 2013 BRITI**SH FORMULA FORD** CHAMPIONSHIP TRIUMPH, FIRST SWITCHED TO PORSCHES IN 2014 AND WENT ON TO ESTABLISH HIMSELF AS ONE **OF THE MOST SOUGHT-AFTER** TALENTS AT THE WHEEL OF THE GERMAN MACHINES. HE UNDERLINED HIS ABILITY WITH BACK-TO-BACK CARRERA **CUP CROWNS IN 2015 AND 2016.**

HE SPENT THREE YEARS BATTLING AT THE FRONT OF THE BRITISH TOURING CAR CHAMPIONSHIP AS A FACTORY H**ONDA DRIVER AND CAME** WITHIN A WHISKER OF CLINCHING THE DRIVERS' TITLE IN 2019.

NOW, THOUGH, CAMMISH WILL BE BACK AT THE WHEEL OF A REDLINE RACING PORSCHE **FOR 2021** AND HE IS READY TO WRITE ANOTHER CHAPTER IN MOTORSPORT HISTORY.

GOOD LUCK

FOR THE COMING SEASON 2021

CONTACT US

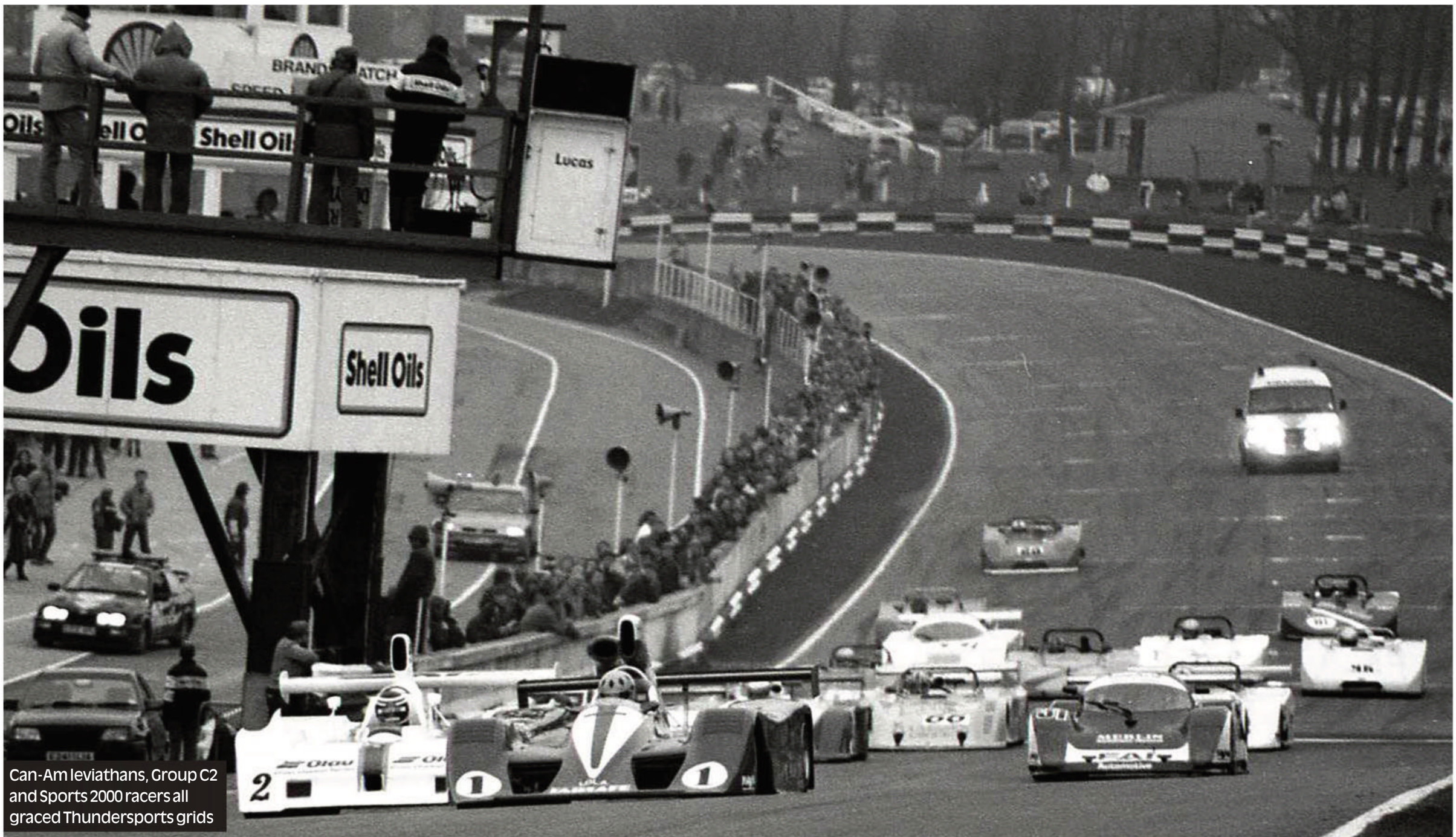
TEL: 01333 311060 **EMAIL OFFICE:** DREELSIDEENGINEERING@GMAIL.COM

WWW.DREELSIDEENGINEERING.COM

Dreelside Engineering I Station Road I Anstruther I Fife I KY10 3JA

Advertising enquiries: 01732 446757

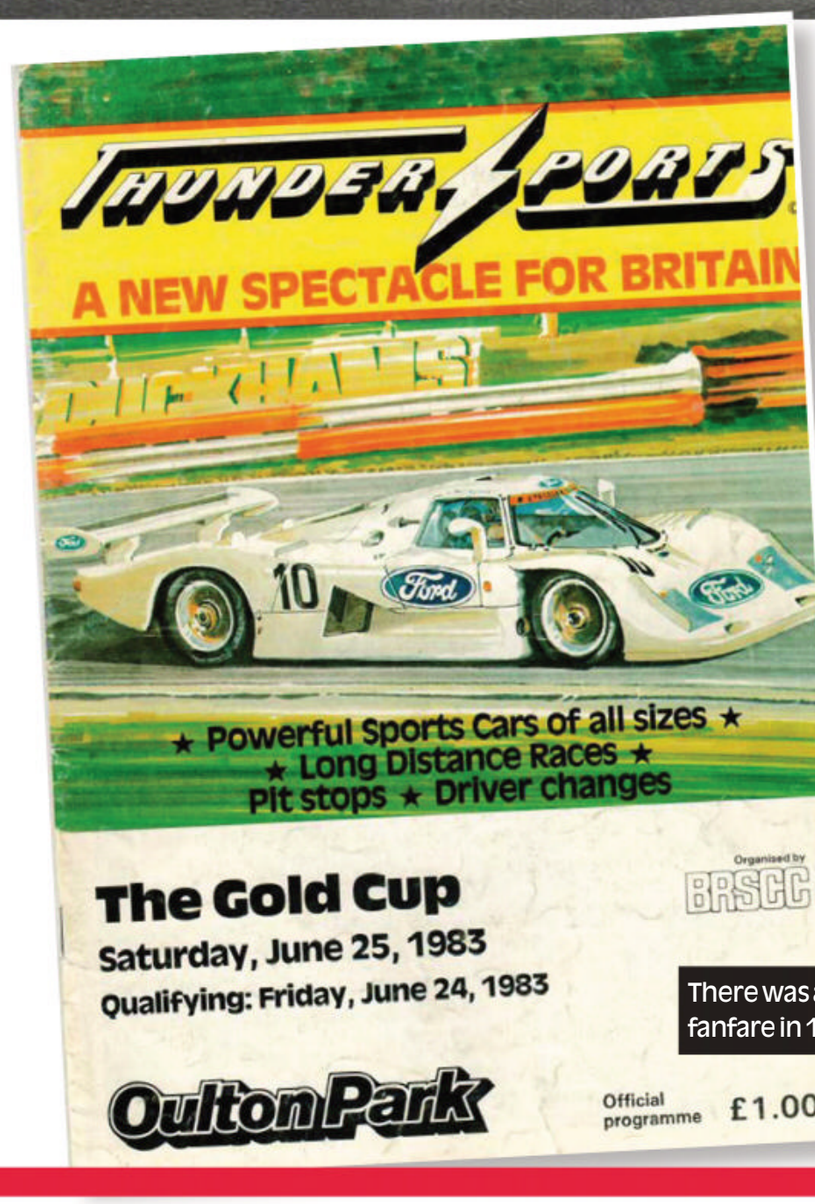
FEATURE



Can-Am leviathans, Group C2 and Sports 2000 racers all graced Thundersports grids

WHEN JOHN WEBB BROUGHT THE THUNDER TO UK MOTORSPORT

David Addison takes a look back at the bright star that was Thundersports



There was a huge fanfare in 1983...

As the British Formula 1 scene faded at the turn of the 1980s, the fertile mind of circuit operator and championship creator John Webb started to work overtime. If single-seater racing was no longer working, and he was on record as never feeling the British Saloon Car Championship could be a headline category, there was only one way to turn: sportscar racing.

In 1983, Webb launched Thundersports, a category that ticked many a box: it was well-promoted, had big prize money, brought all sorts of cars to the grid, became a headline category instantly and allowed costs to be shared by having longer races with pitstops. And he managed to get it on to the support bill for grands prix…and gain BBC coverage as well! Small wonder it was a hit, albeit for a relatively short period of time.

Webb had dabbled with longer-distance mini-enduro sportscar racing two years earlier by running a series of 200-mile races for Sports 2000 cars. They were popular with drivers because of the extra time, although they were a bit long for the fans.

So for Thundersports they became 100 to 150-mile races. The class structure was simple: up to 2000cc, over 2000cc and a third class for Sports 2000s of which there were plenty. Pitstops came between one-third and two-third distance and refuelling was permitted. And that simplicity of class structure brought out all manner of cars, from the much-modified Donington GT silhouettes to Dudley Wood's Porsche 935K3 and Martin Birrane's Ford C100 with a variety of cars for company. Most were in need of a home as many outdated sports-racers were either used as the base for the aforementioned Donington GT silhouette or were left in a garage.

Historic sportscar racing was in its infancy and Thundersports was a perfect interim home for many of the cars, especially in year one.

The nascent series, not a championship to begin with, burst into life at Brands Hatch with German dentist Siggi Brun taking honours in his ex-Jo Siffert Porsche 908/3. That he shared the car with Derek Bell, then a Rothmans Porsche factory driver, gave the series instant credibility. Opposition came from one of the category's biggest supporters, John Foulston, who had bought the Lola T530 in which Patrick Tambay had won the 1980 Can-Am title. Partnered in '83 by Historic Sports Car Club boss Brian Cocks, the 620bhp monster was hardly suited to the short Foster's circuit of Oulton Park, at which the Gold Cup was won by Richard Budge and Vin Malkie (Chevron B19), but scored wins at Snetterton and Brands Hatch.

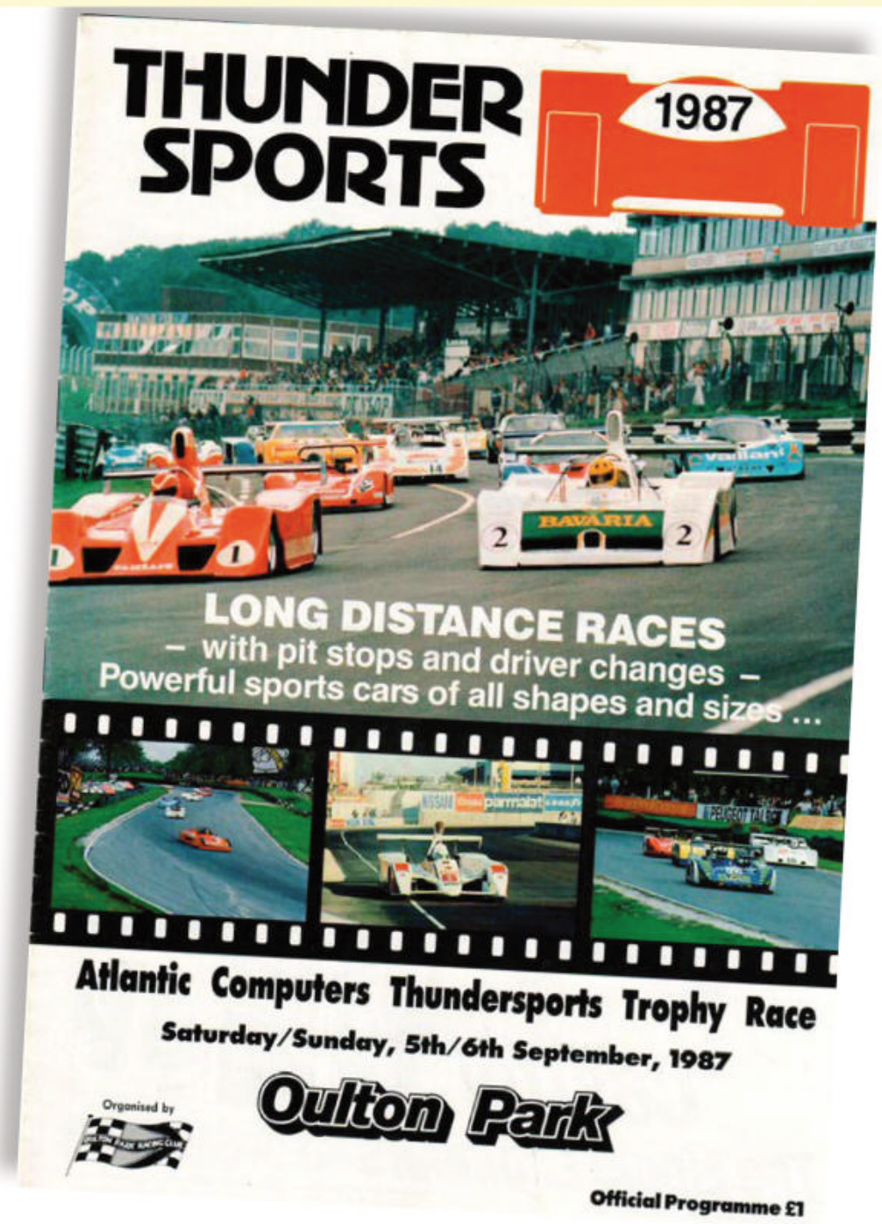
Entries in that opening season were strong, the extra track time and split costs being the main attractions, but then the category got an unexpected shot in the arm. At the end of 1983, Brands Hatch was awarded the European Grand Prix and needed support races. Thundersports was thrown on its biggest stage and delivered a monster grid, the race recorded and shown later by the BBC, with Ray Mallock and John Cooper winning in Cooper's Lola T280. Figures at the time reckoned an audience of three million tuned in to watch…

Suddenly the category looked different. Instead of old cars needing a home, there were purpose-built machines on the grid for 1984. Foulston bolted a 5.7-litre Chevrolet powerplant into the Lola and extracted 700bhp from it, but the main opposition would come from works British Saloon Car Championship Rover racer Peter Lovett who teamed up with Ian Taylor and fitted a rotary Mazda engine into a Lola T594. They won the opener at Oulton Park, but crucially won the televised British Grand Prix support race as well. For the drivers, it was a series well worth taking part in, as there was good prize money offered up by MCD. A regular racer throughout the Thundersports period was Ian Flux, who remembers: "It was the best prize money I ever made in national racing! It was Foulston's money through Atlantic Computers so he could run his own car in it. We could earn £4000 per race and that was split between the two drivers, so me and whoever I won with, would be quids

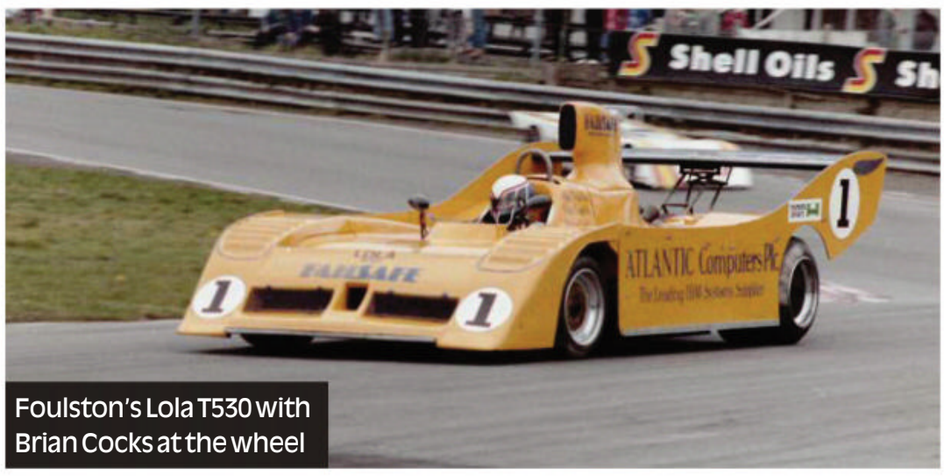
Photos: Gary Hawkins, Graham Lomax, Moonlighting Programme Cupboard images

Winners Budge and Maklie's (54) Chevron ready for the first race

Versatile Mike Wilds shared Richard Piper's March 847-Chevrolet in 1988



Big banger Can-Am cars around Oulton Park? You bet...



Foulston's Lola T530 with Brian Cocks at the wheel

"It was a chance to drive some iconic race cars"

Mike Wilds

Wilds was huge fan of the series

Monstrous Lola was a favourite

in. It was a great idea from John Webb. He wondered what to do with all the shitty old Group 6 cars knocking about and came up with the answer!"

Grids in 1984 were full, variety was plentiful and a year later the international sportscar scene was reflected in the UK as a number of Group C2 cars were joining Thundersports. Tim Lee-Davey shared his Tiga GC84 with Australian Neil Crang to win the season-opening Gold Cup at Oulton Park as Lovett and Taylor switched to a BMW-engined Tiga and dropped to the two-litre class to try to slay giants.

At the end of 1985, the series again had a grand prix crowd, as Brands played host to the European Grand Prix. Mike Wilds remembers it well: "I was lucky enough to win that one in 1985 – the same weekend when Nigel Mansell won his first F1 race – and doing that in front of 100,000 people and being on BBC Grandstand was an amazing thing. I was driving Jim Wallis' Lola. OK, there was a bit of luck involved, but what a stunning thing. It was not only us, there were the guys in Sports 2000 cars in the field too. We all felt like heroes. It was just wonderful for national motorsport."

The Sports 2000 drivers had reliable machinery and rather than being cannon fodder, were able to outlast the more outlandish cars and gain good results. That meant prize money.

The mighty Can-Am Lola was the car to beat and continued to be so in 1986 as Foulston and John Brindley were in fine form, Foulston's win at the 1986 British Grand Prix coming on the back of his hefty investment in MCD and the news that from 1987 onwards the grand prix would be at Silverstone only. At a stroke, Thundersports lost its biggest race: right from the start, the series had always enjoyed a GP support race, be it at the British or European races, but no more. It was the first big blow to the series.

Foulston came under a different attack in 1986 as American-based Brit Andrew Ratcliffe teamed up with former FF1600 racer Nigel Burke to but a brace of Lola T530s to take on Foulston, Wilds sharing with Ratcliffe when the team debuted midway through 1986 with Flux joining Wilds for 1987. The battle between the Can-Am cars was to the detriment of the grids as the smaller-engined cars fell away and the Foulston was killed testing at Silverstone at the end of 1987. The championship had lost one of its biggest supporters.

"The death knell for it was the death knell of John Foulston," reckons Flux. "The day he died, so did Thundersports. Everybody wanted to beat Foulston and Foulston was putting up the money. Once [his] Silverstone [crash] happened, that was the end of it all."

Another Thundersports stalwart Wilds has a different take: "It is difficult to say what the end of it was, really. When it first started, Webb at Brands Hatch was incredible. He was always coming up with ideas and promoting things. But I think the blame has to lay with the governing body a little bit [then the RAC MSA]. That's because it was the governing body of UK motorsport that, in my view, probably wasn't governing very well. It was allowing so many new formulas and categories. There was only one cake, if you like, of competitors, but they were trying to slice it way too thin by allowing too many other clashing series. There were too many other opportunities."

As Groups C and C2 rose in popularity and drivers were tempted to race in World Championship sportscar events, so Thundersports started to wane in popularity and a rival appeared on the scene as the BRDC launched its Group C2 Championship. While never huge on numbers, it was aligned to FIA regulations and took cars away from the Thundersports grid.

Faced with dwindling grids, the Brands Hatch Racing Club tweaked the rules for 1988 with the over and above two-litre classes being joined by one for single-seater sportscars effectively to attract Formula 3000 machinery in sportscar bodywork. There were few takers and sadly, too, the once dependable bread-and-butter Sports 2000 class was shrinking, just as grids were doing for the sprint race championship. It was crunch time.

As the BRDC continued with its C2 championship, it was clear that there was no longer a demand for the two championships and at the end of 1989, Thundersports was no more. At its peak it gave spectacular races and offered hordes of amateurs a chance to race at a grand prix and against international sportscar drivers as well.

As Wilds remembers: "Those cars were so iconic. You could race an American single-seat Can-Am car, you could drive – as I did – a car like a Lola T280 with a DFV in the back. You could drive a Sports 2000. You could even drive a Mallock U2.

"The variety was brilliant and, as a driver, it was a chance you never ever had coming up through the ranks. I never had the chance to drive a Can-Am car in the day. I love meaty racing cars, things with more power than grip. And Thundersports gave you that chance."

Now, the thought of a Porsche 908 and a Chevron B19 racing at the Oulton Park Foster's circuit might seem ridiculous but that was part of the appeal of Thundersports: you could take any car and engine combination of almost any age thanks to the simplicity of the class structure and go racing.

Entry lists of that era are fascinating as you see national racing heroes, ex-F1 racers and sportscar heroes all tackling what was a glorified club series, but for that short spell it worked tremendously. Had Brands not lost its grand prix, had Foulston not been killed at Silverstone….. could it have gone on indefinitely? Perhaps not as the older cars gravitated to historic sportscar racing and increased in value once again, but they would have been replaced by other alternatives.

Nowadays, of course, Sports 2000 racing is booming once more and the Historic Sports Car Championship has picked up the Thundersports name for its Pre-1980 series. What goes around, comes around… ■

"The death of John Foulston was the end of it"

Ian Flux

Advertising enquiries: 01732 446757

RACING REPORTS

Photos: Steve Jones

DONINGTON PARK: MSVR/MASTERS BY PAUL LAWRENCE — APRIL 2-3

Tom Bradshaw claimed Masters HIstoric Sports

Mike Cantillon doubled up in Historic F1 in his Williams FW07C

Marcus Jewell and Ben Clucas put one over the V8s in Pre '66 Tourers

BRADSHAW AND GRANT BRING HOME THE BACON FOR BOLTON'S FAVOURITES

It was Bolton pride weekend at Donington Park on Friday and Saturday, as the Masters' historic event opened the national racing season.

A Bolton-built Chevron won in Masters Historic Sports as Bolton racers Tom Bradshaw and Callum Grant both scored tremendous wins.

Grant was the star of the opening Historic F2 race in his Formula Atlantic-specification March 79B. With the front row absent, it was Rob Wheldon who took the early lead in his March 762 with Matt Wrigley's Chevron B40 in hot pursuit.

Fraser Gibney settled his Chevron into third, while Grant set about the not insignificant task of dislodging Martin Stretton from fourth. He eventually did and duly set off in pursuit of Gibney. Meanwhile, up front, Wheldon retired with a broken driveshaft leaving Wrigley leading as Grant hunted him down. Then, in the late stages, Wrigley also lost a driveshaft so Grant jumped ahead and scored a famous win from Gibney and Stretton. "I didn't expect that," said an elated Grant. "It's an amazing car with so much grip."

Later, Andrew Smith added to his weekend tally by winning the second Formula 2 race. After his March 742 was sidelined from the first race with an electrical problem, Smith started from the back and scythed through to the lead as Stretton fended off Grant in a race full of battles.

Classic Formula 3 spoils were shared between Connor Murphy and the busy Andrew Smith. Murphy won the first race under constant pressure but was jumped in the second race and then retired as a misfire set in.

Bradshaw, a near neighbour and friend of Grant, was equally impressive in the Historic Sports counter. Early on, he nibbled away at the rear of the Lola T70 Mk3B of Alex Buncombe and when Buncombe retired with a gearbox problem, Bradshaw was able to jump clear and win at a canter, finishing 45 seconds clear of the rest of the pack.

Second could well have gone to British Touring Car Championship racer Jake Hill, having his first race in a car of this style, after taking over the Chevron B26 of Roberto Giordanelli. Sadly, just as Hill dived underneath Jonathan Mitchell's Chevron B19 to take second place, the clutch expired and Hill's race was over. Mitchell then had to fight off Chris Beighton's Lola T70 before taking second place.

Both Historic Formula 1 wins were taken by Mike Cantillon and he dominated Friday's opener in his Williams FW07C. However, on Saturday, Steve Hartley drove the wheels off his McLaren MP4/1 only to lose out late in the race when he overshot the apex of the chicane and allowed the closely chasing Cantillon to nip through as Hartley recovered.

The combination of Marcus Jewell and Ben Clucas was too strong for the rest of the bumper Pre '66 Touring Car field, even with a mid-race safety car period. Their Lotus Cortina romped clear of the V8 brigade, which was headed by the Mustangs of Craig Davies and Dave Coyne.

The Pearson brothers claimed another Jaguar E-type type victory in the Gentleman Drivers' race, but it was never a straightforward affair.

Gary Pearson started in his brother John's car and John later took over to fend off the TVRs and Cobras for a hard-earned victory. Jack Dex (BR01) and Steve Tandy (Lola-Judd B12/60) emerged as the victors in two excellent Masters Endurance Legends races.

RACE WINNERS

Classic Formula 3
Race 1: Conor Murphy (March 803B)
Race 2: Andrew Smith (March 783)

Masters Gentleman Drivers GT
John and Gary Pearson
(Jaguar E-type)

Masters Endurance Legends
Race 1: Jack Dex (BR01)
Race 2: Steve Tandy
(Lola-Judd B12/60)

Masters Historic Formula 1
Races 1 & 2: Mike Cantillon
(Williams FW07C)

Historic Formula 2
Race 1: Callum Grant (March 79B)
Race 2: Andrew Smith (March 742)

Masters Historic Sports
Tom Bradshaw (Chevron B19)

Masters Pre '66 Touring Cars
Marcus Jewell/Ben Clucas
(Ford Lotus Cortina)

OULTON PARK: MSVR BY PETER SCHERER — APRIL 3

THOMPSON SHOWS HIS RACECRAFT WITH A 7 SERIES DOUBLE AT OULTON

Lewis Thompson won both the 7 Series 1600 races at Oulton Park last Saturday but had to work for his brace.

Thompson had slipped down to sixth behind leader Andy Perry early on before a stirring comeback, aided by a one-lap safety car intervention, brought him to the fore. He just held off Jamie Winrow for the win, with Perry fourth behind Lee Collins.

With a partially reversed grid for race two, Thompson was up to second within seven laps and piled the pressure on Jay McCormack. They shared exchanges before Thompson made it stick from Island Bend with a lap to go. Perry completed the podium with Ben Winrow in fourth place.

Richard Ainscough was able to escape to secure the 420R class spoils in the category's first race, having shaken off Phil Jenkins early on. There was a terrific scrap for second place featuring Jenkins, Justin Heap and Jake Swann Dixon. Jenkins just held off Dixon as they completed the podium, with Heap eventually dropping to fifth behind Anthony Barnes.

Race two became a duel between Ainscough and Jenkins again, as Heap followed. A late safety car pause brought them to a climactic final lap but, with the lead duo tripping over each other, Heap wriggled through to win. He headed the recovering Jenkins and Paul Thacker.

Neil Patten's Van Diemen was shadowed for most of the first Heritage FF1600 race by Chris Hodgen before he was able to consolidate his winning margin. David Marshall recovered from a spin at Lakeside to run third, but was forced to retire on the final lap, which promoted Jonathan Barnes. Patten's second win was clear cut as he headed Hodgen and Marshall comfortably throughout.

Paul Woolfitt's Lotus Exige lost out to brother Jon's Spire through Denton's on lap eight of the first Northern Saloons & Sports race. Jon looked set for another win in race two after he had ousted Paul exiting Lodge, but a jumped start penalty reversed the order after the flag.

RACE WINNERS

7 Race Series – Caterham 1600
Race 1&2: Lewis Thompson

7 Race Series – Caterham 420R
Race 1: Richard Ainscough; **Race 2:** Justin Heap

Heritage Formula Ford 1600
Races 1&2: Neil Patten (Van Diemen RF89)

Northern Sports & Saloons
Race 1: Jon Woolfitt (Spire); **Race 2:** Paul Woolfitt (Lotus Exige)

WHAT'S ON

YOUTUBE

In this week's Motorsport News Paul Lawrence tells the story of noted historic racer Jonathan Kennard. And you can supplement the words with sights and sounds from Kennard's own YouTube channel, which is appropriately titled 'Jonathan Kennard Iconic Cars'. It's at: youtube.com/channel/UCW2IUuZ5L6zv174_c7e2i_A.

The channel has several pieces of onboard footage of Kennard thrashing emotion-stirring Formula 1 machines and sportscars from across recent decades.

A particular highlight is 10 minutes of helmet-cam view of Kennard demonstrating the 2009

Take a ride in a Tyrrell

Brawn at last year's Goodwood SpeedWeek. There are other F1 race-winners too: he pilots Michele Alboreto's 1982 Caesars Palace Grand Prix-winning Tyrrell 011 around Estoril, and pushes Alan Jones' 1977 Austrian Grand Prix-winning Shadow DN8 around Jerez.

Kennard's famous Arrows A3 is featured twice, including from the 2017 Silverstone Classic that proved a fork in the career road for him. Also look out for the ex-Graham Hill 1974 Lola T370, the Lola T70 sportscar, and a 1994 Minardi currently for sale by Kennard's historic race car brokerage. And the over-the-shoulder onboards come with old-school camera shake – adding to the thrill.

Also along for the ride is an onboard lap of Kennard scintillatingly at the limit, sawing at the wheel, in taking Monza pole position in the Radical SR8.

Graham Keilloh

TV GUIDE

The second meeting of this latest Formula E season is this weekend, in Rome. And if the two races this weekend aren't sufficient, Eurosport 2 has plenty to augment them. Ahead of the first Rome race you can catch up with the Diriyah season-opener, at 1100hrs-1200hrs tomorrow (Friday) and it is then repeated several times.

And if you miss the race action there are highlights, starting with race 1's best bits shown on Saturday evening at 1900hrs-2000hrs, then race 2's on Sunday afternoon at 1545hrs-1630hrs. Both then are also repeated copiously.

Sky Sports F1 likewise offers an Italian flavour with several helpings next week of retro grands prix from Monza's cauldron. On Monday you can watch the especially evocative 1988 event (2100hrs-2130hrs) followed immediately by 1989's race (2130hrs-2200hrs). The following day it's the 1993 (2100hrs-2145hrs) then the 1995 (2145hrs-2230hrs) version, and on Wednesday you get to view the sodden, yet significant, 2008 Monza race in full (2100hrs-2300hrs).

World Rally Championship fans also get a chance to look back, with WRC Classic. First it collates

Formula E goes to Rome

'extraordinary WRC moments' (Monday, 0430hrs-0500hrs, BT Sport 2) then there's a rundown of the category's 10 most spectacular crashes (Monday, 0500hrs-0600hrs, BT Sport 2).

Graham Keilloh

LIVE TV

FORMULA E
ROME EPRIX
- **Qualifying 1:** Saturday, 1045hrs-1215hrs, Eurosport 2;
- **Race 1:** Saturday, 1430hrs-1630hrs, Eurosport 2; 1445hrs-1630hrs, BBC 2
- **Race 2:** Sunday, 1130hrs-1330hrs, Eurosport 2

FERRARI CHALLENGE EUROPE
MONZA
- **Race 1:** Saturday, 1535hrs-1635hrs, Sky Sports F1
- **Race 2:** Sunday, 1405hrs-1505hrs, Sky Sports F1

NASCAR
MARTINSVILLE
- **Race:** Sunday, 0000hrs-0500hrs, Premier Sports 2

LISTINGS

SATURDAY
- **Oulton Park, Cheshire**

CSCC meeting: Tin Tops, Swinging Sixties, Future Classics, Magnificent 7s, Modern Classics, New Millennium, Open Series, Turbo Tin Tops Starts racing from 1310hrs (qualifying from 0830hrs)

SATURDAY-SUNDAY
- **Donington Park, Leics**

MSVR meeting: GT Cup, Sports 2000, Porsche Club, Monoposto, Clubmans, Trackday Trophy, Trackday Championship, 911 Challenge Starts Saturday, racing from 1215hrs (qualifying from 0905hrs) Sunday, racing from 1230hrs (qualifying from 0905hrs)

NOTE: SPECTATORS ARE NOT ADMITTED TO THESE EVENTS

Donington: MSVR

WE NEED YOU!
GET INVOLVED WITH MN

EMAIL
matt.james@kelsey.co.uk

TWITTER
Updates: @MNmotorsport

FACEBOOK & INSTAGRAM
Search for 'Motorsport News'

DIGITAL ISSUE
See motorsport-news.co.uk

WRITE TO US
Motorsport News
Kelsey Media
The Granary, Downs Court, Yalding Hill, Yalding, Maidstone Kent ME18 6AL

Photographs must be of a good quality and please send no more than three images

ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!

Goodwood parade harks back to an iconic sportscar era, photograph from David Harbey

Neil Ormston's memory from Rockingham

Euro F3 at Norisring, taken by Robert Taylor

Ian Baxendale's classic photo of BriSCA F1

Neil Ormston went to Pembrey in 1993

An epic Porsche Can-Am car, by Robert Taylor

NEXT WEEK — OUT THURSDAY, APRIL 15

*Correct at time of going to press

READERS' Q&A:
RALPH FIRMAN
Legendary Van Diemen boss tackles the MN posers

We discover what the grid might look like after radical rules shake-up

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS
motorsport-news.co.uk

Motorsport News
Kelsey Media
The Granary, Downs Court, Yalding Hill,
Yalding, Maidstone Kent ME18 6AL

EDITORIAL
Editor: Matt James
Tel: 07884 117139
Email: Matt.James@kelsey.co.uk

Deputy Editor: Graham Keilloh
Tel: 07973 829291
Email: Graham.Keilloh@kelsey.co.uk

Art Editor: Mike Stokoe
Tel: 07957 282340
Email: mikestokoe@gmail.com

Digital Content Producer: Helena Hicks
Helena.Hicks@kelsey.co.uk

Contributors
Rallying Editor: Colin Clark
Historics Editor: Paul Lawrence
Rallycross Editor: Hal Ridge
Columnist at large: David Addison
Columnist and track tester: Andrew Jordan
Technical Editor: Carl Faux

ADVERTISING
Director: David Lerpiniere
Tel: 01732 445326
Email: david@talkmediasales.co.uk

Sales Director: Russell Bedford
Tel: 01732 445328
Email: russell.bedford@talkmediasales.co.uk

Ad Manager: Natalie Harman
Tel: 01732 446757
Email: natalie.harman@talkmediasales.co.uk

PRODUCTION
Advert Production Manager: Matt Ryan
Tel: 01732 445755
Email: Production@talkmediasales.co.uk

MANAGEMENT
Chief Executive: Steve Wright
Chief Operating Officer: Phil Weeden
Managing Director: Kevin McCormick
Finance Director: Joyce Parker-Sarioglu
HR & Operations Manager: Charlotte Whittaker
Retail Director: Steve Brown
Audience Development Manager: Andy Cotton
Senior Print Production Manager: Nicola Pollard
Print Production Manager: Georgina Harris
Print Production Controller: Kelly Orriss

SUBSCRIPTIONS
UK subscription and back issue
orderline: 0845 241 5159
Overseas subscription
orderline: 0044 (0) 1959 543 747
Toll free USA subscription
orderline: 1-888-777-0275
UK customer service team: 01959 543 747
Customer service email address: subs@kelsey.co.uk
Customer service and subscription postal address:
Motorsport News
Customer Service Team
Kelsey Publishing Ltd
Kelsey Media, The Granary, Downs Court
Yalding Hill, Yalding, Maidstone Kent ME18 6AL

DISTRIBUTION
Distribution in Great Britain
Marketforce (UK)
3rd Floor, 161 Marsh Wall, London, E14 9AP
Tel: 0330 390 6555

Distribution in Northern Ireland and the Republic of Ireland
Newspread
Tel: +353 23 886 3850

Kelsey Media 2021 © all rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received. The views expressed in the magazine are not necessarily those of the Editor or the Publisher. Kelsey Publishing Ltd accepts no liability for products and services offered by third parties.

Kelsey Media takes your personal data very seriously. For more information of our privacy policy, please visit https://www.kelsey.co.uk/privacy-policy/ . If at any point you have any queries regarding Kelsey's data policy you can email our Data Protection Officer at dpo@kelsey.co.uk.

KELSEY media
www.kelsey.co.uk

Book your advert before 3pm Wednesday to see it in the next issue

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

Classified

Telephone: 01732 446 755 Email: info@talkmediasales.co.uk

Motorsport News Classified offers a fantastic opportunity to advertise to a uniquely motorsport based audience. Advertising with us puts your advert right in front of a very hands on and involved motorsport market.

Brand New Private Seller Rates
Lineage:
25 words = £25 (£30 inc vat)
25 words + Picture = £35 (£42 inc vat)
Extra 10 words = £5 (£6 inc vat)
Full Colour 4x1 Box Advert
£50 (£60 inc vat)
£10 per extra column cm (£12 inc vat)
Private seller Offer
25% off when you book for 4 weeks

If you wish to advertise in the Motorsport News Classified please **call 01732 445325 or email info@talkmediasales.co.uk**
Deadline: Wednesday at 3pm (subject to change on Bank Holiday weeks)
Payment: Cheques and postal orders should be made payable to Kelsey Media

Address for advertising

Motorsport News Advertising
Talkmediasales
Ground & 1st Floor Littleheath
St Mary's Rd
Swanley
BR8 7FN

Important
The publishers reserve the right to refuse advertisements and do not accept liability for clerical or printers errors.
Terms for approved accounts strictly net within 30 days. The advertiser's name and address must accompany all advertisements, whether for publication or not.
Any advertisement received too late for publication and any advertisement received too late for inclusion in the current issue will automatically be inserted in the next available issue.

If you are a trade advertiser this must be indicated in your advertisement. Advertisers are also reminded that they are responsible for complying with legal requirements currently in force.
Six weeks notice prior to issue date required for cancellation of any advertisement. All Verbal confirmation taken on the phone is binding.

Cancellation and refunds not guaranteed. Terms of acceptance of advertising are available on request.

MARKETPLACE

DAVID AUDEN & ASSOCIATES INSURANCE BROKERS

INSURANCE

POLICIES FOR
✓ COMPETITION CARS
✓ RALLY & RACE CARS
✓ SERVICE VEHICLES

PHONE: 0161 440 7590
quote form on rallycar-insurance.co.uk
Authorised and regulated by the Financial Services Authority

Goose Taxation

Chartered Accountant & Tax Adviser for Motorsport Contractors, Freelancers and SMEs

Fixed fees • Your own dedicated accountant • Unlimited support

With speed and accuracy – the amplified link to our motorsport interests

ICAEW CHARTERED ACCOUNTANT

garry@goosetaxation.com
0800 772 0956
www.goosetaxation.com

CBR Craig Beck Racing

Historic Engine Specialist
Lotus Twin Cam
Ford Cosworth BDA/BDG

CBR can offer full Engine Builds from Fast Road to full Race

Fully Equipped Workshop with;-

- *In-house Ultra-Sonic Parts Cleaning*
- *In-house Super Finishing Process*
- *In-house Dyno Testing*

Craig Beck Racing Ltd
T: **07876 221 932**
E: craig@craigbeckracing.co.uk
www.craigbeckracing.co.uk

CBR Craig Beck Racing

COMETIC GASKET LTD

Automotive Gaskets & Seals

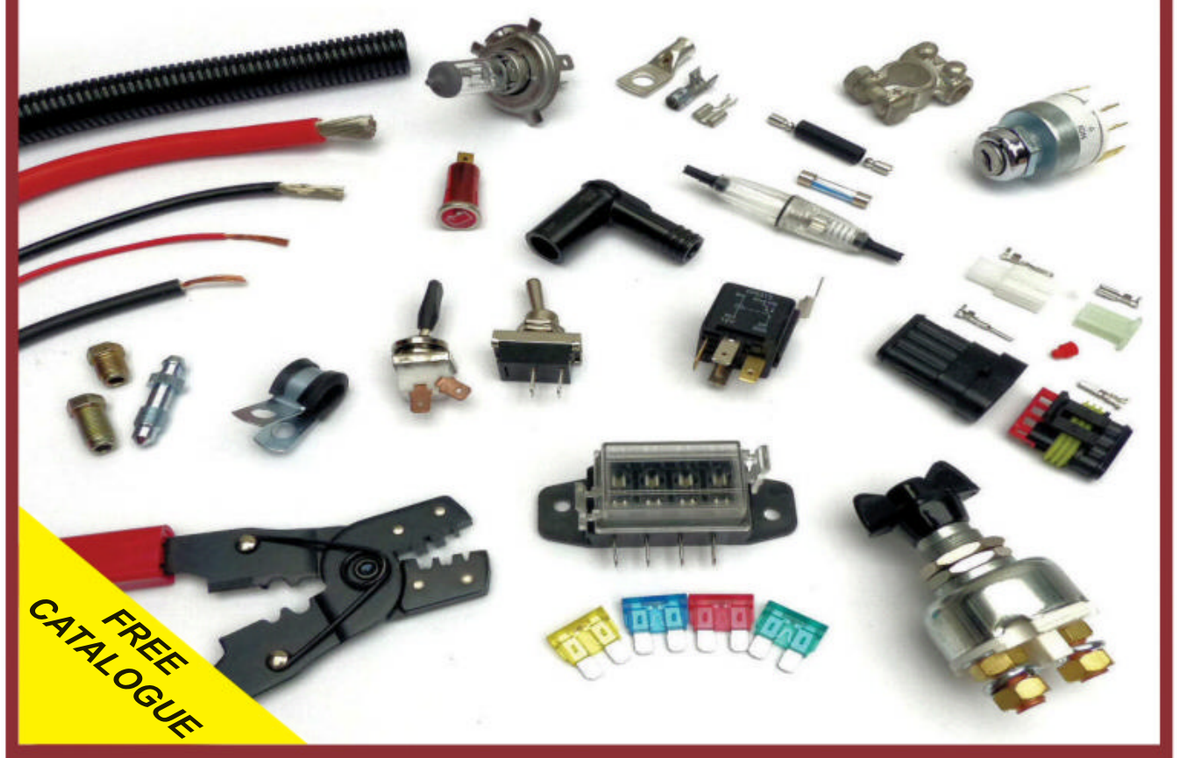
Cometic is a leading worldwide supplier of gaskets and engine seal solutions for the auto performance, power sports, original equipment and re-manufactured engine industries. If you can't find the gasket you're looking for please get in touch and we will endeavour to find it for you.

www.cometicgaskets.co.uk
Tel: 01638 779 119
info@cometicgaskets.co.uk

MARKETPLACE

Vehicle Wiring Products

"We supply a comprehensive range of wiring products for repair, modification or complete rewire to your Classic Car"



FREE CATALOGUE

Visit our website, phone or email for a free catalogue

www.vehicleproducts.co.uk

Tel: **0115 9305454** • Email: **sales@vehicleproducts.co.uk**

Vehicle Wiring Products Ltd, 9 Buxton Court
Manners Industrial Estate, Ilkeston, Derbyshire DE7 8EF

QED

Full range of engine components for:
LOTUS FORD TWIN-CAM
LOTUS 900-SERIES
VAUXHALL XE
VAUXHALL ECOTEC
ROVER K-SERIES
Call or buy online!
QEDMOTORSPORT.CO.UK
01509 412 317

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS
TO ADVERTISE CALL
01732 446755

Rebuild Time?...

Fast and Reliable Delivery of Forged Pistons and Conrods

CARRILLO The Choice Connection

Have the pistons you need, not a compromise

CALL: (0)1462 684300
sales@cambridgemotorsport.com

Cambridge Motorsport Parts

Unit 5 Lacre Way, Letchworth, Herts, SG6 1NR. www.cambridgemotorsport.com

Machine Mart

30720

IDEAL ALL-WEATHER PROTECTION

MODEL SHOWN CIS8612 (12' X 6'5" X 8')

LENGTH UP TO 12'

FROM ONLY £159.00 EXC.VAT £190.80 INC.VAT

SHELTER/SHEDS
UP TO 12' (3.7M) LONG

Great for use as a garage, workshop or storage area

- UV treated waterproof polyethylene cover
- Ratchet tightening to ensure drum-tight cover
- Heavy duty powder coated steel tubing
- Push-fit hardware ensuring strength and easier installation

ZIP CLOSE DOOR

MODEL	SIZE (LxWxH)	EXC.VAT	INC.VAT
CIS788	2.4 x 2.4 x 2.1M	£159.00	£190.80
CIS8612	3.7 x 2 x 2.4M	£189.00	£226.80
CIS81212	3.6 x 3.6 x 2.5M	£209.00	£250.80

"Very happy, my bike fits in nicely with plenty of room to do any work on it, would recommend this product."
See www.machinemart.co.uk

4 EASY WAYS TO BUY...
IN-STORE SUPERSTORES NATIONWIDE
TELESALES 0115 956 5555
ONLINE machinemart.co.uk
CLICK & COLLECT OVER 10,000 LOCATIONS

All prices correct at time of going to press. We reserve the right to change products and prices at any time. E&OE.

CompBrake-Motorsport

THE UK'S LARGEST SUPPLIER OF TANKS & TANK ACCESSORIES...

BESPOKE TANK SERVICE

13MM OR 5MM!)

WE CAN MANUFACTURE ONSITE ANY SHAPE, SIZE & CAPACITY OF TANK YOU NEED!

FUEL TANK ALUMINIUM 20 GALLON CURVE
[H300mm x W300 x L900mm]

£299.99
PROJECT
CMB-FT-020R
CUSTOM
1 X OFF CENTER FILLER NECK [BAFFLED]

FUEL TANK ALUMINIUM 150 GALLON
[H610mm x W610mm x L1525mm]

£449.99
PROJECT
CMB-FT0150
CUSTOM
1 X FAR SIDE FILLER +FORK LIFT BRACKETS [BAFFLED]

FUEL TANK ALUMINIUM 14 GALLON
[H300mm x W300mm x L700mm]

£199.99
PROJECT
CMB-FT014
CUSTOM
INLET, 6MM OUTLET
1 X FAR SIDE FILLER NECK [BAFFLED]

FUEL TANK ALUMINIUM 10 GALLON
[H250mm x W300mm x L600mm]

£159.99
PROJECT
CMB-FT010
CUSTOM
1 X FAR SIDE FILLER NECK [FOAM FILLED]

WHATEVER YOU DRIVE, WE CAN MAKE A TANK FOR YOU!

FUEL TANK ALUMINIUM 4 GALLON
[H150mm x W250 x L490mm]

£119.99
PROJECT
CMB-FT-004
CUSTOM
1 X OFF CENTER FILLER NECK [BAFFLED]

FUEL TANK ALUMINIUM 17 GALLON
[H250mm x W300mm x L900mm]

£199.99
PROJECT
CMB-FT017
CUSTOM 1 X CENTRAL MOUNTED OFF-CENTRE FILLER NECK +STRAPS [BAFFLED]

WATER TANK STAINLESS STEEL 85 GALLON
[H230mm x W750mm x L1860mm]

£599.99
PROJECT
CMB-FT015
CUSTOM
INLET, 6mm OUTLET
COMPLETE WITH BUILT-IN LEVEL SENSOR [BAFFLED]

FUEL TANK ALUMINIUM 18 GALLON
[H300mm x W300mm x L900mm]

£209.99
PROJECT
CMB-FT018-TW
CUSTOM
2 X FILLER NECKS + STRAPS [FOAM FILLED]

Quote SP329 when you call: 01744 895 888 www.compbrake.com

Compbrake Motorsport Ltd, Belvedere Barn Estate, Unit F1, Crank Road, Billinge, Wigan, WN5 7EZ Sales: **sales@compbrake.com** Technical: **technical@compbrake.com**

motor FREE ADS

FEATURE YOUR *MOTOR* IN YOUR FAVOURITE MAGS!

OR FIND YOUR NEXT!

CURRENT LISTINGS

ASTON MARTIN VANQUISH

2007, 4000 miles, £250,000. 'Ultimate Edition' finished in Ultimate Black with Obsidian hide, full service history. One of the last few Aston Martin cars to be hand built in Newport Pagnell this Vanquish S 'Ultimate Edition' is No 41 of only 50 made. Please call 01234 713 083, South East.
106128

BMW M

1985, 870 miles, £109,995. Specification includes:- m-twin clutch transmission, m-carbon ceramic brakes, carbon fibre bonnet, bucket seats, roof, rear spoiler and instrument panel, navigation system professional with connected drive, online entertainment, dab, heads up display, bmw organic light, blue shadow accent high gloss, park distance control, adaptive led headlights, m drivers package, light package, rain sensor, cruise control with brake function, bmw 666m alloys in fern grey, and more. Please call 02083485151, Greater London.
106425

BMW Z3

1997, 93000 miles, £1,695. Bmw Z3 1.9. Power steering, leather seats, electric windows and books. Race team colour. MoT 16/10/21. Excellent condition. Tel Jim 07751147634. , North West.
106678

FORD FOCUS

2017, 17500 miles, £25,495. Recaro shell seats, luxury pack, sat nav, reverse camera, upgrade sony sound system, rear parking sensors, privacy glass, electric folding wing mirrors, 19" upgrade alloys. Please call 01484543728, Yorkshire and the Humber. (T)
106333

FORD MUSTANG

2016, 13500 miles, £27,995. Top class condition Ford Mustang GT Convertible. Finished in Magnetic Grey with Ivory and Black two-tone upholstery, this six speed manual Mustang was supplied new by Stoneacre Ford in York who carried out the cars pre delivery inspection at 16 miles. Showroom condition. Please call 01944 758000, Yorkshire and the Humber.
106858

LAMBORGHINI JARAMA

1974, POA. extremely rare ,LHD,Restored lots of money spent over last 10 years,great owner history, origional colour,superb condition,may p/x also books, manuals rare factory special tools. Please call 07477 414999, West Midlands.
106227

LOTUS EXIGE

2017, 8962 miles, £58,500. Sport 380. This Lotus is fitted with a 3.5 litre 24 valve V6 with 6 speed manual gearbox. Only 2 owners, 2 keys. Full Lotus service history and the car will be supplied with Lotus' new Certificate of Provenance pack. A beautifully looked after example, and we are privileged to have the car in our showrooms. Please call 01234750205, East of England. (T)
106845

PORSCHE 968

1994, £22,995. Sport LUX. Finished in Speed Yellow with Black Interior, Colour Coded 5 Spoke 17" Alloys, Extensive Service History, 22 Service Stamps – All main Dealer or Porsche Specialists, includes 6 Speed Gearbox, Front Splitter, Koni Sport Adjustable Dampers, PAS, Electric Windows and Mirrors, Removeable Sunroof, Central Locking Etc. Please call 01636812700, East Midlands.
106841

PORSCHE 993

1995, £199,995. This truly unique Porsche 911 is the result of a Porsche enthusiast's desire to create the ultimate air cooled 911 variant providing extreme performance and capability in all conditions, further enhanced on its arrival in the UK by Harry Metcalfe, British Motoring journalist and creator of Evo Magazine. Please call 01944 758000, Yorkshire and the Humber.
106854

PORSCHE CAYMAN

2015, £32,995. Stunning Cayman 981 PDK Finished In White With Black Leather and Alcantara Interior. Fantastic Spec Inc: Upgraded Custom Exhaust System, Heated Seats, Upgrade 20" Porsche Turbo Alloys In Black, Auto Xenon Headlights, DAB, PCM Prep, Navigation Prep, Front Sensors, Rear Sensors, Carbon Style Stripes, Carbon Wrapped Rear Spoiler, Sports Steering Wheel With Paddles. Full Porsche Service History. Low Miles!. Please call 01484543728, Yorkshire and the Humber. (T)
106116

VOLKSWAGEN GOLF

2018, 28000 miles, £27,995. Finished In Lapis Blue. Great Specification to Include - Stage 1 Remap Producing 370HP with Dyno Graph, Panoramic Glass Sunroof, Vienna Leather Interior, 19in Gloss Black Pretoria Alloys, Dynamic Chassis Control DCC, Adaptive Cruise Control with Anti Collision Warning System, Reverse Camera, 90% Rear Tinted Glass, Signature Metallic Paint, DAB Radio, Bluetooth with Audio Streaming, Electric Folding Mirrors, Plus Loads More!. Please call 01924 471 251 , Yorkshire and the Humber.
106543

VOLKSWAGEN POLO

2015, 93000 miles, £6,995. Mayan Blue Volkswagen Polo 1.4 Diesel SEL with contrasting dark interior. Please call 02879633011, Ireland.
106544

UPLOAD YOUR CAR FOR SALE AT

WWW.MOTORFREEADS.CO.UK
OR EMAIL CARS@KELSEYCLASSIFIEDS.CO.UK

WEB DIRECTORY

ACCOUNTANCY

garry@goosetaxation.com
0800 772 0956
www.goosetaxation.com
Goose Taxation

COMMUNICATIONS

Pit to Car Radio & GSM solutions
0044(0)1508 528837
Autotel Digital Race Radio
www.raceradio.co.uk

ELECTRONICS

Vehicle Wiring Products
0115 930 5454
www.vehicleproducts.co.uk

ENGINES

CBR Craig Beck Racing
Craig Beck Racing Ltd
T: 07876 221 932
E: craig@craigbeckracing.co.uk
www.craigbeckracing.co.uk

COMETIC GASKET LTD
www.cometicgaskets.co.uk
Tel: 01638 779 119
info@cometicgaskets.co.uk

ENGINES

GroupBmotorsport.com
Builder Street, Llandudno. LL30 1DR
sales@groupbmotorsport.com
01492 339574
TRACK DAY | CLASSIC MOTORSPORT | MODERN MOTORSPORT
LOTUS AUTHORISED REPAIR CENTRE

EXHAUSTS

SIMPSON Race Exhausts
The Stainless Steel Rally Exhaust Specialists ...
Follow Us twitter.com/SimpsonExhausts
Like Us facebook.com/SimpsonRaceExhausts
01753 532 222 // www.SimpsonRaceExhausts.com

GEARBOXES

ELITE racing transmissions
Rally & Race Gearboxes, GearKits, LSD's and Driveshafts
T: 01782 280 136 F: 01782 269 913
E: sales@eliteracingtransmissions.com
visit: EliteRacingTransmissions.com

GEARBOXES

Gearboxman.com
COMPETITION TRANSMISSION SERVICES
Gearboxes and Axles for Road // Race // Rally // & more
Telephone: 01582 840 008 Fax: 01582 840 007

INSURANCE

TRACK DAY INSURANCE
Buy online in minutes - trackday-reis.co.uk
*Conditions apply
reis motorsport insurance
0115 965 1020 / www.reis.co.uk / talk2us@reis.co.uk
*Track Day Insurance Policy Conditions: Cover is provided for damage received on track only. Cover is not available for Nurburgring/Nordschleife. All conditions and benefits are subject to eligibility and underwriting criteria.
Reis Motorsport Insurance is a trading name of Insurance Factory Limited. Insurance Factory Limited is authorised and regulated by the Financial Conduct Authority (No. 306164). Registered Office: 45 Westerham Road, Sevenoaks, Kent TN13 2QB.

OILS & LUBRICANTS

witham Motorsport OILS
MOTUL OFFICIAL UK DISTRIBUTOR AUTOMOTIVE LUBRICANTS
MOTUL Since 1853
www.withammotorsport.co.uk

RACE & RALLY PARTS

BURTON The POWER to Perform
020 8518 9136
www.burtonpower.com

RACE & RALLY PARTS

Cambridge Motorsport Parts
Tel: 00 44 (0)1462 684300
www.cambridgemotorsport.com

RACE & RALLY PARTS

CompBrake
Designers in Motorsport
www.compbrake.com
+44(0) 1744 895 888
Please visit our website for a free catalogue

RACE & RALLY PARTS

orranje orranje.co.uk
MINI Performance Parts, MINI Tuning & MINI Styling Products, for MINI Enthusiasts by MINI Enthusiasts.
@OrranjeP #orranje @OrranjeP /OrranjePerformance

RACE & RALLY PARTS

Rally Design
www.rallydesign.co.uk
01227 792 792

DRY SUMP

PACE
OIL PUMPS & DRY SUMP SYSTEMS
www.pacepumps.co.uk

TRAILERS & TRANSPORTERS

www.WOODFORDTRAILERS.com
HIGH QUALITY TRAILERS FOR CLUB, PRIVATE AND PRO MOTORSPORTS
Tel: +44(0)1327 263384
sales@woodfordtrailers.com

WHEELS

The Strength of Experience speedline
flowforming Tel: +44 (0) 1952 582 825 Corse
e-mail: info@speedlinecorse.co.uk | website: www.speedlinecorse.net

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

THIS CLASSIFIED SECTION WAS BROUGHT TO YOU BY:

Russell Bedford
Account Director
T: +44 (0) 1732 445 328
E: Russell@talkmediasales.co.uk

Natalie Harman
Account Manager
T: +44 (0) 1732 446 757
E: Natalie.harman@talkmediasales.co.uk

Matt Ryan
Advert Production Manager
T: +44 (0) 1732 446 755
E: Production@talkmediasales.co.uk

TO ADVERTISE YOUR PRODUCTS AND SERVICES IN OUR NEXT ISSUE PLEASE CALL NATALIE HARMAN

01732 445325

Co-ordsport DISTRIBUTION

Performance expertly delivered

50,000+ parts in stock!

AP RACING

competition CLUTCH

JE PISTONS

TURBOSMART Engineered to WIN

HKS

WISECO Performance Products

KAAZ

WHITELINE

ARP automotive Racing products

PFC BRAKES

PROGRESSIVE EQUIPMENT® CUSCO

QUAIFE Automotive engineering from design to production

RAYS

UK's biggest stockist and wholesaler of performance and motorsports parts.

www.coordsport.com

0121 661 62 63

Experienced and friendly sales team ready to help.

One stop shop for all your performance and tuning needs.

Branches in UK, Netherlands, Germany

Find out more